DISTRICT OF COLUMBIA APPROPRIATIONS FOR 1987

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

NINETY-NINTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON DISTRICT OF COLUMBIA APPROPRIATIONS

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DISTRICT OF COLUMBIA APPROPRIATIONS FOR FISCAL YEAR 1987

MONDAY, MAY 13, 1986.

D.C. BOARD OF PAROLE

WITNESSES

GLADYS W. MACK, CHAIRMAN, D.C. BOARD OF PAROLE
VERA M. ABBOTT, ADMINISTRATIVE OFFICER
FRANK PEZELLA, PUBLIC INFORMATION OFFICER

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code BOARD OF PAROLE (DD)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	22	773	33	1,088	33	1,324	40	1,571	+7	+247
	Federal Funds	...	...	...	3	...	10	...	...	...	-10
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	22	773	33	1,091	33	1,334	40	1,571	+7	+237
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	22	773	33	1,091	33	1,334	40	1,571	+7	+237
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	20		33		33		40		+7	
	Average CFT Salary	31		20		30		28		-2	
	Average All Other Employment	...		...		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	20		33		33		40		+7	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	32		20		30		28		-2	
CAPITAL BUDGET AUTHORITY*	Appropriation	...		...		...		...		...	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	...		...		...		...		...	

AGENCY OVERVIEW

The Board of Parole, established under the statutory authority of Commissioner's Order No. 67-95, issued December 26, 1967, as amended, is a three-member quasijudicial body, appointed by the Mayor. The purpose of the Board is to determine if and when it is in the best interest of society and the offender for the offender to be released from custody into the community; establish the terms and conditions of parole; set standards of supervision, in collaboration with the Department of Corrections, for persons on parole; decide if and when to terminate parole or mandatory release or to modify the terms or conditions of parole; and petition judges for reductions in minimum sentences.

The board further provides numerous services under the terms of the Interstate Compact for Parole and Probation; such services include agreeing to accept supervision of parolees from other jurisdictions, sending District parolees to other states for supervision, issuing warrants to other jurisdictions for District parole violators under supervision of other jurisdictions, and conducting revocation hearings.

As a means of addressing the increase in substance abuse among parolees the board received congressional funding during FY 1985 to implement a specialized controlled substance abuse unit. This unit is designed to provide intensive supervision, counseling, referrals for treatment, and follow-up on treatment referrals of all parolees identified as having a history of phencyclidine (PCP) and/or hard-core substance abuse problems. The unit consists of one supervisory parole officer, three parole officers, and a laboratory technician who has oversight and analyzes a caseload of 25-30 parolees each. The unit conducts a minimum of two urine surveillances each week for every client in the unit and provides individual, group, and family counseling; referrals for appropriate substance abuse treatment; halfway house placement for parolees requiring a more structured environment; residence verification and home visits. The unit must also monitor a parolee's substance abuse treatment through close liaison with substance abuse treatment centers. During FY 1987, this unit will provide these services to a greater number of parolees who are substance abusers, as a result of the anticipated increase in the caseload.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request for the Board of Parole is $1,571,000 and 40 continuing full-time positions, an increase from FY 1986 of $247,000 and seven continuing full-time positions.

The personal services request is $1,254,000, an increase from FY 1986 of $167,000 and seven continuing full-time positions. This increase includes $13,000 for within grades; $48,000 for the FY 1987 pay adjustment and fringe benefits for current staff; and $106,000 to fund the salaries and benefits for seven new positions. The seven positions are as follows: one DS-9 Interstate Compact Parole Analyst, one DS-9 Research Assistant, one DS-9 Shorthand Reporter, one DS-7 Accounting Technician, one DS-7 Secretary (Typing), one DS-6 Data Entry Clerk, and one DS-5 Parole Inquiry Assistant.

These new positions will help the board to service the increased demand for special requests by other government agencies and the general public. Currently, staff must be diverted from their normal heavy workload to accommodate special requests, causing their daily workflow to backlog. The new positions will help to facilitate and expedite incoming requests and telephone inquiries. In addition, the board will have improved management of its interstate agreement, and expeditious disposition of payments to vendors under the District's Quick Payment Act.

The request for nonpersonal services is $317,000, an increase from FY 1986 of $80,000. Included in this request is $21,000 to upgrade the communications system to accommodate the increased telephone inquiries to the board; $12,000 for printing and publication of the annual report, and other statistical documents and brochures describing the board's function and operations for dissemination to District government agencies, congressional subcommittees, other criminal justice agencies, and the general public; $2,000 to establish a legal and legislative reference library to accelerate research and casefile studies; $7,000 for supplies required to convert the board's computerized filing system to an alpha-numeric system to improve the charge-out and retrieval of records management procedures; $3,000 to conduct technical studies on parole recidivism; $21,000 to provide for parole consultants, transcription services, training and staff development, and accreditation by the Commission on Accreditation for Corrections; $3,000 to purchase supplies for the seven new positions and the increased caseload; and $5,000 to purchase equipment.

In addition, $6,000 is requested for payment to ad hoc board members who are needed to conduct parole hearings with a full-time board member, because of the increased number of cases heard by the board, as a result of the Morrissey v. Brewer and Campbell v. McGruder U.S. Supreme Court and District of Columbia court cases.

PROGRAM IMPACTS

The requested FY 1987 funding will allow the Board of Parole to focus on full implementation of several projects initiated during FY 1985 and FY 1986 designed to strengthen operational procedures, improve the decision-making process, and delivery of services. Full implementation during FY 1987 includes improved decision-making capability, an increase in the staffing complement, enhancement of the communications and management information systems, and continuation of the specialized controlled substance abuse unit.

During FY 1986, the board implemented several projects as the results of litigation focusing on prison overcrowding and parole revocation hearings: Campbell v. McGruder, Cosgrove v. Smith and Morrissey v. Brewer.

The Campbell v. McGruder states that "all parole eligible residents (felons and misdemeanants) in the District Department of Corrections will have parole decisions made by the Board of Parole within 45 days of August 22, 1985 unless waived by the resident. Henceforth, a parole determination shall be made by the Parole Board no later than ten days prior to a residents' parole eligibility. "The defendants will urge the Parole Board to exercise regularly its authority under D.C. Code Subsection 24-210C to seek reduction of minimum sentences in all appropriate cases to reduce overcrowding of the District Detention Facility (D.C. Jail) to maintain a population of 1,694 or below."

The Cosgrove v. Smith Civil Action No. 80-0516 charges that the "federal and District prison and parole authorities have violated the legal rights of men convicted of D.C. Code violations who are serving their sentences in federal prison rather than in Lorton or D.C. Jail. The plaintiffs claim that the federal parole authorities require them to serve more time in prison than do D.C. violators who are reviewed by the Board of Parole. The plaintiffs allege that inmates incarcerated in District facilities are paroled sooner than similar inmates in federal institutions. The defendants deny the plaintiffs' allegations and claim that some inmates might be paroled sooner under the federal standards. The relief sought in this case "asks the Court to order that all male inmates sentenced for violations of the District Code be considered for parole by the Board of Parole using District criteria, whether the inmates are incarcerated in District or federal facilities."

The United States Supreme Court mandated in Morrissey v. Brewer that due process applies to parole revocation proceedings. In several decision-making areas, the board has included certain criteria and standards (Salient Factor Scores (SFS)) which statistically determine whether a parolee or an inmate represents a risk to the community. For example, in making the parole decision the board now uses a set of structured, formal parole guidelines at initial hearings and rehearings. This parole criteria accomplishes the goal of a fundamentally fair and consistent decision-making policy of parole. In addition, it incorporates a sense of fairness by making parole policies explicit to the inmate.

Most importantly, the guidelines include the degree and type of risk an

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code BOARD OF PAROLE (DO)

incarceree represents and his level of institutional adjustment and program participation. The board has established specific conditions for use when determining whether a parolee should be held without bond pursuant to the "5-Day Hold" provision of the official rules.

In arriving at the decision to continue or revoke parole, the board is also using an expanded criteria. Specifically, the board considers risks to the community, seriousness of the charge, pattern of technical violations, other outstanding charges, history of the parolee and whether the new charge involves firearms or assault. In addition, the board has reduced the standard of proof from "clear and convincing" to a "preponderance" of the evidence.

Lastly, the board has incorporated a 60-day time limit, after the preliminary hearing to hear revocations pursuant to the Supreme Court ruling in the Morrissey v. Brewer case.

In response to the numerous requests from plaintiffs in the Cosgrove v. Smith stipulations and order, and the Campbell v. McGruder stipulation, special statistical and data base analyses have required staff to be reallocated from their assigned regular duties. In addition, the board has increased, significantly, the number of parole hearings conducted as a response to Morrissey v. Brewer court case. To meet these additional demands and continue to process its normal workload, the board is requesting an increase of seven new positions to the staffing complement. The workload projection for FY 1987 indicates that the board will consider and act on 10,313 parole cases. The increased staff will enable the board to continue to function in a professional and expeditious manner toward servicing the increased caseload.

During FY 1987 the board will make technological improvements to upgrade its communications and management information systems with additional equipment. These improvements will enable the board to handle the increased volume of telephone inquiries and enhance its system of records management and data retrieval.

During FY 1986, the board began implementation of the Salient Factor Score(SFS), as the criteria for determining whether an incarcerated individual shall be paroled or reparoled. Adoption of the SFS has provided the board with a statistically reliable parole criteria for making prudent and consistent decisions. During FY 1987, the board will continue its use of SFS, and monitor its affect on parole recidivism. This will enable the board to evaluate its use of this decision-making precept.

The increase in personnel, improvements to the communications and management information system, and full implementation of decision-making initiatives are designed to complement the staff's capability to recommend the conditions of parole to the board; maintain a file on detainers; monitor the interstate agreement; process parole certificates, warrants, and revocation orders; respond to requests for information; and implement board actions that require interaction with other criminal justice agencies.

Compatible with the increase in staff and improvements to the communications information systems, the board will need the services of parole consultants, transcription services, training specialists, and fees for accreditation by the Commission on Accreditation for Corrections.

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code BOARD OF PAROLE (DD)

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Total Hearings	8,721	8,523	9,375	10,313
Adult Cases				
Parole violator warrants issued (Adult and Youth Act)	903	1,662	1,828	2,010
Initial hearings (Adult)	986	1,215	1,336	1,469
Rehearings (Adult)	393	953	1,048	1,152
Paroles granted	806	1,040	1,144	1,258
Paroles denied or continued	667	1,128	1,240	1,364
Revocation hearings	506	652	717	788
Paroles revoked	319	435	479	527
Paroles reinstated	130	138	152	167
Cases continued, pending disposition of charge	40	351	386	425
Review of applications for reduction in minimum sentence	9	2	2	2
Review of requests for transfer from federal institutions	39	34	37	41
Youth Act Cases				
Initial hearings	287	278	306	337
Paroles granted	3	10	11	12
Paroles denied or continued	284	268	295	325
Rehearings (Institutional review hearings)	360	277	305	336
Paroles granted	192	181	199	219
Paroles denied or continued	168	96	106	117
Revocation hearings	148	101	111	122
Paroles revoked	96	14	15	17
Paroles reinstated	61	65	72	80
Cases continued pending disposition of charge	7	356	392	431
Youth pre-sentence evaluation * U.S.C. 5010(e) Youth Act Cases	629	344	378	474
Expurgated convictions set-aside *U.S.C. 5021	11	19	21	23
TOTAL OF OTHER ACTIONS		4,629	5,092	5,601
Continued cases, special hearings, interstate transfer modification or release conditions	4,502			

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*Youth Rehabilitation Amendment Act

Initial Hearings: The Youth Corrections Act requires that all offenders committed under the Act be seen by the hearing examiners within 60 days after commitment. The Youth Rehabilitation Amendment Act has replaced the Youth Corrections Act. The board continues to provide services under the Youth Corrections Act pursuant to actions pending before its abolishment. It is projected that a substantial increase will occur in this area due to the implementation of the Youth Rehabilitation Amendment Act.

Institutional Review Hearing: All parole hearings are conducted at the various correctional facilities, unless it is a special hearing. The board conducts a hearing with the offender to evaluate his or her progress in order to determine if further in-case treatment is required.

Parole Hearing: Parole eligibility for committed adults may occur in a number of ways. In some cases, the court may require that an adult serve at least 1/3 of the term before becoming eligible for parole. At that time, a parole hearing is conducted by the board. In others, the court imposes a minimum and maximum sentence, with a parole hearing then conducted by the board. In still others, the court may impose a maximum term leaving the issue of parole eligibility to the discretion of the board.

Revocation Hearing: The board holds hearings to decide whether to detain and/or retake any parole and/or mandatory release from an individual reportedly having violated parole. The board has adopted new rules and implemented procedures to expedite the processing of these hearings.

Special Hearing: If an inmate has shown considerable progress before the scheduled review hearing date, a special review hearing may be held. Hearings with family, friends, relatives and/or attorney are held at the board's offices.

In addition, records, reports, studies, and progress evaluations of committed youth offenders, parole-eligible adults, parolees, and/or mandatory releasees are reviewed by the board on a continuing basis. The board has been affected by the prison overcrowding litigation, requiring significant allocations of staff resources to comply with numerous requests from plaintiffs in the Cosgrove v. Smith court case, the Campbell v. McGruder stipulation, and subsequent information requests requiring manual compilation and tabulations of voluminous reports, documents, research of records, logs, and casefiles. In addition, the board has expedited hearings to ensure that cases are heard prior to the parole eligibility dates.

The workload projections indicate that the board will consider and act on over 10,313 parole cases during FY 1987, an increase of 938 cases from 9,375 in FY 1986. The board has developed a caseload management information system to computerize approximately 12,000 casefiles in its effort to modernize and upgrade the information and records management retrieval system toward smooth and rapid parole processing procedures.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code BOARD OF PAROLE (DD)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	FPT Pos.	Amount	FPT Pos.	Amount	FPT Pos.	Amount	Total Pos.	Amount
01	Board of Parole	33	1,088	33	1,324	40	1,571	+7	+247							40	1,571
	TOTAL AGENCY	33	1,088	33	1,324	40	1,571	+7	+247							40	1,571
OBJECT CLASS DETAIL																	
11	Regular Pay		675		983		1,135		+152								1,135
12	Other Regular Pay		...		...		...		...								...
13	Additional Gross Pay		34		7		7		...								7
14	Fringe Benefits		69		97		112		+15								112
	TOTAL PERSONAL SERVICES		778		1,087		1,254		+167								1,254
20	Supplies		12		8		18		+10								18
30a	Energy		...		...		...		...								...
30b	Communications		10		7		21		+14								21
30c	Building Rent		...		111		111		...								111
40	Other Services & Charges		169		83		134		+51								134
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		119		28		33		+5								33
	TOTAL NONPERSONAL SERVICES		310		237		317		+80								317
	TOTAL AGENCY		1,088		1,324		1,571		+247								1,571
PERSONNEL SUMMARY																	
	Average CFT Employment		33		33		40		+7								40
	Average CFT Salary		20		30		28		-2								28
	Average All Other Employment		...		...		...		...								...
	Total FTE Employment		33		33		40		+7								40
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		20		30		28		-2								28

OB11/85.1

BUDGET REQUEST FOR BOARD OF PAROLE

Mr. **Dixon**. We have before us the Board of Parole, and Mrs. Gladys Mack, Chairperson of the Board.

The Board is requesting $1,571,000 and 40 authorized positions for fiscal year 1987, an increase of $247,000 and 7 positions above the fiscal year 1986 appropriation level.

COMMENDATION OF GLADYS W. MACK

Mrs. Mack, we certainly welcome you here, and let me first congratulate you on your new position. I mean it very sincerely when I say that I think you are one of the best administrators in this metropolitan area, if not in the entire country.

Ms. **Mack**. Thank you, sir.

Mr. **Dixon**. It would appear to me that you are at the present time underemployed. Notwithstanding the fact that the Board of Parole is a very important function, it would seem to me that your talents are being underutilized. It causes me to ask and to look—are there some problems over at the Board of Parole that require someone of your caliber? It does seem to me, very sincerely, that a person with your background, experience and general abilities is being underemployed by sitting as Chairman of the Board of Parole. And I recognize that the Board is an important function within the District government. I don't know if you want to comment on that.

Ms. **Mack**. Mr. Chairman, I am quite flattered by your remarks. The Board of Parole, as you observe, is a very important function and I look forward to being able to contribute in a substantial way to managing the Board so that it is really performing effectively as it should within the criminal justice process.

Mr. **Dixon**. I guess I should leave you alone with your diplomatic response. If you have a written statement for the record, we will be pleased to receive it. If you have an oral overview that you would like to give me concerning the Board of Parole, I will be glad to receive it at this time.

OPENING STATEMENT OF BOARD CHAIRMAN

Ms. **Mack**. Thank you, Mr. Chairman.

I do have a statement which I will submit and just give you an indication of the current status of the board.

The work of the Board has been impacted by the population increases in corrections. That impact, I believe, is going to be seen even more so over the next year or two years and a half. The board is experiencing increases in workload over what seems to be the litigious nature of criminal justice. So part of our interest is in having to manage the workload that comes from several pieces of litigation that we are working with.

FEWER PEOPLE ON PAROLE

We are finding at this time that the number of people who are actually on active parole is somewhat lower than it was a couple of years ago and we think the impact of that really is due to new parole guidelines which were implemented about a year ago. One important part of the new rules, is the requirement that any person on parole who tests positive for drug abuse is automatically revoked and returned to the institution.

That rule, along with the guidelines which to some extent eliminate discretion and ensure consistency in Board decisions we think are responsible for the reduction in the parole numbers.

We also think, though this is just a theory, that given the certain impact of the spiraling population in corrections, we are bound to see those numbers come before the Board.

FY 1987 BUDGET REQUEST

The request that is before you today is for seven new positions and appropriate personal services for those positions.

This budget is sufficient to manage the workload that we have at this point. One of the primary interest that I will have is making sure that we have a state-of-the-art management information system and that we fully computerize our processes at the Board.

We have been somewhat delayed in getting full use of computers within a process I think that is highly amenable to computerization, so that will be a priority.

In line with the thinking that we will see pretty significant increases in the future, that means that we will be presenting increases in personnel. The parole function is a very highly labor-intense function and more people coming before the Board simply means more hearings and more rehearings and all the types of operations that we engage in.

PAROLE OF D.C. INMATES IN FEDERAL PRISONS

There is also the litigation. One of the pieces of litigation that I mentioned would have all the D.C. code offenders who are in Federal prisons come under the authority of the Board of Parole. These people are now under the authority of the Federal parole system.

In addition to litigation, there is also legislation which was sponsored by Congressman Dymally which would in effect accomplish the same thing.

Mr. **Dixon**. Excuse me. What side is the District on? Does the District want these people under the jurisdiction of the Board of Parole?

Ms. **Mack**. We have indicated in our testimony that we have no objection to the change in the jurisdiction of these people as long as it is accompanied by appropriate resources. We have 2,000 people now in Federal institutions and that would mean that somehow those people would have to be heard by the Board of Parole.

It may mean we would have to have a traveling board or we would have to find some way to bring the people back to the District for their parole hearings. We may try some sort of remote hearings or something, but that is an issue that will most assuredly require additional resources.

Mr. **Dixon**. As I understand it, there are some people who are convicted in the D.C. Courts——

Ms. **Mack**. Yes.

Mr. **Dixon** [continuing]. That are confined to the Federal prisons.

Ms. Mack. That is right.

Mr. Dixon. And the District pays X number of dollars——

Ms. Mack. That is right.

Mr. Dixon [continuing]. To the Federal Government for that incarceration.

Ms. Mack. That is correct.

Mr. Dixon. And at the present time, those people go through the Federal parole system.

Ms. Mack. That is correct.

Mr. Dixon. Now, somebody wants to have them in the Federal prisons, but the jurisdiction for release would be made by your Parole Board.

DISCRETION OF JUDGE IN SENTENCING CRIMINALS

Ms. Mack. That is correct. The judges now have the discretion of sentencing the person to either the Federal or the District system. So, that is not within our authority to say where the person should serve the sentence.

Mr. Dixon. That is based on the type of crime?

Ms. Mack. Well, the judges generally send I think the most dangerous criminals to the Federal prisons. This is just speculation on my part, but perhaps they feel certain people won't fit well in dormitory-type population such as we have in Lorton. That might be an influencing factor.

PAYMENT TO FEDERAL BUREAU OF PRISONS

Mr. Dixon. It is the District's position that part of the moneys paid to the Federal Government are to include the supportive service, including parole.

Ms. Mack. No, we have not taken a position on that. We acknowledge that the money we pay is simply for the board and keep.

Mr. Dixon. I thought you said something about adequate compensation.

Ms. Mack. Well, no, if we get the response——

Mr. Dixon. You didn't say that?

Ms. Mack. Well, let me explain that.

FUNDING FOR PAROLE OF D.C. PRISONERS IN FEDERAL PRISONS

If we get the responsibility for these prisoners, then we have to have money to——

Mr. Dixon. From whom?

Ms. Mack. To conduct the hearing.

Mr. Dixon. In?

Ms. Mack. In our budget.

Mr. Dixon. You are talking about as an agency hearing.

Ms. Mack. Right.

Mr. Dixon. I thought you were talking about the District's position if you get some money.

Ms. Mack. No, no. We just have to have money in our budget. We have estimated that it would——

Mr. Dixon. I am with you now.

Ms. **Mack**. It would increase the Parole Board budget by 40 to 50 percent.

Mr. **Dixon**. Now I am with you. I thought you were saying it is the District's position——

Ms. **Mack**. No, no.

Mr. **Dixon**. It is your position as an agency.

Ms. **Mack**. Exactly.

CONGRESSMAN DYMALLY'S BILL

Mr. **Dixon**. What exactly would Congressman Dymally's bill do?

Ms. **Mack**. Congressman Dymally's bill would place those 2,000 people under the jurisdiction of the Board.

As I understand it, the bill has passed the House and it is pending in the Senate, in the District Authorization Committee in the Senate.

RECIDIVIST RATE

Mr. **Dixon**. Let me ask about the recidivist rate. Is it going down or going up?

Ms. **Mack**. We don't have the statistics on recidivism. We know that it is a problem. How big a problem, we don't know. Some of the statistics that people quote concentrate on arrests. If you look at arrests, they show about 47 percent of the parolees are subject to an arrest in a given year, but the problem with that is that if people are out on parole, they are more subject to being arrested, so you really need to look at the convictions.

A lot of the cases get thrown out, they get plea bargained or whatever. So you really need to look at convictions. We don't have the statistics on that yet. That is one of the things that I hope that we can achieve through getting good computerization of our processes. Also there is a proposed reorganization that would transfer parole supervision from the Department of Corrections to the Board and therefore both the decisions regarding release and supervision would be under one administration. I think that would give us a better handle on the success of the parolees.

PRIOR CONVICTIONS OF INMATES RECOMMENDED FOR PAROLE

Mr. **Dixon**. At the time an inmate appears before the Board, do you have a list of prior convictions?

Ms. **Mack**. We do have a list of prior convictions, that is right.

Mr. **Dixon**. Why can't you use that?

Ms. **Mack**. The data is all there, we simply have not developed the systems that would allow us to use that data either for management or just good evaluation of how effective our process is.

SUPERVISION OF PERSONS ON PAROLE

Mr. **Dixon**. Now if someone is placed on parole, is your agency responsible for the supervision of that person or——

Ms. **Mack**. Not at this time. The Corrections Department is responsible, but that is the proposed reorganization that I mentioned.

Mr. **Dixon**. The Department of Corrections.

Ms. **Mack**. We are now working on that. That would bring that responsibility under the purview of the Board. It was under the Board several years ago.

CRITERIA USED IN GRANTING PAROLE

Mr. **Dixon**. Is there written criteria for parole or is it up to each parole officer or board member to make that decision?

Ms. **Mack**. Up until a year ago, we were basing decisions on the good judgment and experience of the Parole Board members. In April of 1985, we started using parole guidelines with what we call salient factor scores that are designed to test the person's risk to the community. We have not yet been able to assess our performance under these to see if we are getting more people under this system than we did before. This data is another goal that I have of really getting data and using the data to help us manage the process.

BOARD MEMBERS AND PAROLE DECISIONS

Mr. **Dixon**. Under your system, do the appointed members of the Board take part in the hearings or are the hearings held by hearing officers?

Ms. **Mack**. We have both hearing examiners and the Board members also hear cases. The hearing examiners, of course, cannot make decisions on cases; they make recommendations to the Board, but the Board itself actually participates in hearings.

PAROLE CASELOAD

Mr. **Dixon**. What is the caseload?

Ms. **Mack**. I can't tell you exactly the caseload per person. That is another thing I am getting a handle on. We estimate that we will have about 10,300 hearings in 1987, about a 10 percent increase over 1986, where we had about 9,300.

NUMBER OF PERSONS RELEASED ON PAROLE

Mr. **Dixon**. Of the 9,300 in 1986, how many were released on parole?

Ms. **Mack**. I don't have that number. I can't tell you how many we have on parole now. We have 1,900 people on parole right now under active supervision. Most of those people under active supervision were released within the last 24 to 30 months I would say. Because if a person does well under active supervision for that period of time we will transfer them to inactive.

Mr. **Dixon**. I am trying to figure out why you are over there. I thought one of the reasons you were there was to expedite the process and get these people moving out so we won't have the congested——

Ms. **Mack**. I am over there to deal with the real problem of persons coming out of the institutions, and having the staff and the data processing capabilities to handle all of that.

Mr. **Dixon**. Other Members may have some questions to submit to you for the record.

Ms. **Mack**. Thank you.

Mr. **Dixon**. Thank you. Good seeing you.

Let me indicate that although we miss you, Mrs. Marshall is doing an excellent job.

Ms. **Mack**. Mr. Chairman, I trained her well.

PREPARED STATEMENT OF CHAIRMAN OF THE PAROLE BOARD

[The statement of Ms. Mack follows:]

STATEMENT OF
GLADYS W. MACK
CHAIRPERSON, D.C. BOARD OF PAROLE
before the
HOUSE APPROPRIATION COMMITTEE
SUBCOMMITTEE ON THE
DISTRICT OF COLUMBIA

GOOD AFTERNOON CHAIRMAN DIXON AND MEMBERS OF THE COMMITTEE. IT GIVES ME GREAT PLEASURE TO APPEAR BEFORE YOU ON BEHALF OF THE BOARD OF PAROLE.

AS YOU KNOW, THE BOARD OF PAROLE PLAYS A KEY ROLE IN PROTECTING OUR COMMUNITIES. IT IS THE FINAL LINK IN THE CRIMINAL JUSTICE CHAIN. AS SUCH, IT HAS THE ULTIMATE RESPONSIBILITY FOR DETERMINING THE SUCCESS OF EFFORTS TO REHABILITATE OFFENDERS. THIS IS NOT AN EASY TASK. THE DIVERSITY, COMPLEXITY AND GROWTH OF OUR INMATE POPULATION REQUIRES STATE OF ART RESOURCES AND TECHNIQUES.

DURING MY SHORT TENURE AS CHAIRMAN OF THE BOARD OF PAROLE, I HAVE BEEN OVERWHELMED BY THE GREAT NEED THAT THIS VERY IMPORTANT AGENCY HAS FOR ADDITIONAL PERSONAL AND NON PERSONAL RESOURCES. THE ROOT OF THIS GREAT NEED CAN BE FOUND IN A NUMBER OF CIRCUMSTANCES WHICH SEVERELY IMPACTED THE BOARD OF PAROLE IN FY 86. THESE CIRCUMSTANCES INCLUDE THE IMPACT OF THE GROWTH IN OUR PRISON POPULATION AND COURT ORDERED MANDATES WHICH HAVE CAUSED AN UNEXPECTED REALIGNMENT

OF STAFF AND JOB FUNCTIONS. THESE TWO MAJOR IMPACTS, CONCURRENT WITH NORMAL AND EXPECTED INCREMENTS IN WORKLOADS, HAVE HAD AN UNBELIEVABLE EFFECT ON THE VOLUME, DIVERSITY AND COMPLEXITY OF WORK AT THE BOARD.

PROGRAM IMPACTS

IN THE CASE OF CAMPBELL V. McGRUDER THE DISTRICT GOVERNMENT HAS AGREED TO CERTAIN STIPULATIONS, AMONG OTHERS, WHICH BEAR DIRECTLY ON THE BOARD'S STAFFING ALLOCATION AND OPERATIONAL PROCEDURES. ACCORDING TO THE STIPULATION, PAROLE DETERMINATIONS SHALL BE MADE BY THE PAROLE BOARD NO LATER THAN 10 DAYS PRIOR TO THE PAROLE ELIGIBILITY DATE.

TO FACILITATE COMPLIANCE WITH THIS COURT ORDER, WE HAVE DEVELOPED A SYSTEM OF IDENTIFYING, PRIORITIZING, TRACKING AND SCHEDULING RESIDENTS WITH IMMINENT PAROLE ELIGIBILITY DATES. THIS METHOD OF MANUAL OPERATIONS HAS REQUIRED THE FULL-TIME ASSIGNMENT OF TWO STAFF MEMBERS NORMALLY DESIGNATED TO OTHER TASKS.

IN THE CASE OF COSGROVE V. SMITH (CIVIL ACTION 80-516) THE PLAINTIFF'S CHARGE THAT--"FEDERAL AND DISTRICT PRISON AND PAROLE AUTHORITIES HAVE VIOLATED THE RIGHTS OF MEN CONVICTED OF D.C. CODE VIOLATIONS WHO ARE SERVING THEIR SENTENCES IN

FEDERAL PRISON RATHER THAN IN LORTON OR D.C. JAIL." MOREOVER, THE PLAINTIFF'S CHARGE THAT FEDERAL PAROLE AUTHORITIES REQUIRE THEM TO SERVE MORE TIME IN JAIL THAN SIMILARLY SITUATED D.C. CODE VIOLATORS IN LORTON OR THE D.C. JAIL WHO ARE REVIEWED BY THE BOARD OF PAROLE. THE RELIEF SOUGHT IN THE CASE IS THAT ALL MALE INMATES SENTENCED FOR VIOLATION OF THE D.C. CODE BE CONSIDERED FOR PAROLE BY THE BOARD OF PAROLE USING DISTRICT CRITERIA WHETHER THE INMATES ARE INCARCERATED IN THE DISTRICT OR FEDERAL FACILITIES.

FOR THE PAST SEVERAL MONTHS THIS CASE HAS BEEN IN THE DISCOVERY STAGE. HOWEVER, THE TASKS ASSOCIATED WITH COMPLYING WITH THE DISCOVERY MOTION HAVE BEEN ENORMOUS. THE RETRIEVAL, ORGANIZATION AND COPYING OF AN IMMENSE NUMBER OF FILES HAS RESULTED IN EXORBITANT COSTS. THE REASSIGNMENT OF A STAFF PERSON AND THE HIRING OF TEMPORARY CLERICAL WORKERS TO ASSIST IN THIS EFFORT HAVE ALSO SEVERELY IMPACTED ON THE BOARD'S RESOURCES.

IN AN EFFORT TO COMPLY WITH THE SPIRIT OF THE DUE PROCESS REQUIREMENTS OF THE U.S. SUPREME COURT CASE MORRISSEY V. BREWER THE BOARD HAS DEVELOPED A POLICY OF CONDUCTING PAROLE REVOCATION HEARINGS WITHIN 60 DAYS OF THE PRELIMINARY HEARING. ADDITIONALLY, THE BOARD HAS REFINED ITS

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code BOARD OF PAROLE (DD)

CONTROL CENTER: Name & Code BOARD OF PAROLE (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101		BOARD OF PAROLE														
	1.0	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+44	...	+44
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	2.0	Increase for within grades														
		a. Regular Pay	11	...	...									+12	...	+12
		b. Fringe Benefits	14	...	...									+1	...	+1
	3.0	Increase of seven new CFT positions														
		a. One DS-9 Interstate Compact Parole Analyst	11	...	...							9	+1	+16	+1	+16
		b. One DS-9 Shorthand Reporter	11	...	...							9	+1	+16	+1	+16
		c. One DS-9 Research Assistant	11	...	...							9	+1	+16	+1	+16
		d. One DS-7 Accounting Technician	11	...	...							9	+1	+14	+1	+14
		e. One DS-6 Data Entry Clerk	11	...	...							9	+1	+12	+1	+12
		f. One DS-5 Secretary(Typing)	11	...	...							9	+1	+11	+1	+11
		g. One DS-5 Parole Hearings Inquiry Assistant	11	...	...							9	+1	+11	+1	+11
		h. Fringe Benefits	14	...	...							9	...	+10	...	+10
	4.0	Increase to upgrade the communications system to accommodate the increased caseload	30b	...	7								...	+14	...	+14
	5.0	Increase for printing and publication of annual report and informational brochures	40	...	...								...	+12	...	+12
	6.0	Increase to establish in-house legal and legislative reference library	40	...	...								...	+2	...	+2
	7.0	Increase to provide supplies for the computer casefile system	20	...	...								...	+7	...	+7
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)
AGENCY: (Name & Code) BOARD OF PAROLE (DD)
CONTROL CENTER: (Name & Code) BOARD OF PAROLE (01)

*Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986– FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	8.0	Increase for contractual services to implement														
		computer casefile system	40	...	...								...	+7	...	+7
	9.0	Increase for technical studies on recidivism	40	...	...								...	+3	...	+3
	10.0	Increase for ad hoc board members payments	40	...	3								...	+6	...	+6
	11.0	Increase for contractual services to accommodate														
		increased caseload	40	...	...								...	+21	...	+21
	12.0	Increase to provide supplies for new positions														
		and increased caseload	20	...	8								...	+3	...	+3
	13.0	Increase to improve capabilities of computer														
		equipment	70	...	28								...	+5	...	+5
		Subtotal Responsibility Center 0101											[+7]	[+247]	[+7]	[+247]
		TOTAL CONTROL CENTER										...	+7	+247	+7	+247

OM11/85.1 *See Schedule 4a.

DECISION MAKING PROCESS TO ELIMINATE DISCRETION AND ENSURE CONSISTENCY IN MAKING PAROLE DETERMINATIONS. MORE SPECIFICALLY, THE BOARD NOW USES A SET OF STRUCTURED FORMAL PAROLE GUIDELINES AT INITIAL AND REHEARINGS WHICH STATISTICALLY DETERMINE IF AN INMATE REPRESENTS A RISK TO THE COMMUNITY. ALSO, IN DETERMINING WHETHER TO CONTINUE OR REVOKE PAROLE THE BOARD IS NOW USING AN EXPANDED CRITERIA. FOR INSTANCE, THE BOARD CONSIDERS RISKS TO THE COMMUNITY, SERIOUSNESS OF THE CHARGE, PATTERN OF TECHNICAL VIOLATION, OTHER OUTSTANDING CHARGES, HISTORY OF THE PAROLEE AND WHETHER A NEW CHARGE INVOLVES FIRE ARMS AND ASSAULT. LASTLY, THE STANDARD OF PROOF USED HAS BEEN REVISED FROM "CLEAR AND CONVINCING" TO A "PREPONDERANCE OF THE EVIDENCE". WE PROJECT THAT THE IMPACT OF THESE POLICY CHANGES WILL TO RESULT IN A 17% INCREASE IN THE NUMBER OF HEARINGS AND RELATED BOARD ACTIONS ABOVE THE 8,523 HEARD IN FY 85.

TO MANAGE THE BOARD'S VOLUME AND DIVERSITY OF WORK, OUR FY 87 BUDGET REQUEST IS FOR $1,571,000. THIS INCLUDES 40 CONTINUING FULL-TIME POSITIONS, WHICH REPRESENT AN INCREASE FROM FY 86 OF $247,000. OUR TOTAL PERSONAL SERVICES REQUEST IS FOR $1,254,000. THIS REPRESENTS AN INCREASE OVER FY 86 OF $167,000 AND SEVEN CONTINUING FULL-TIME POSITIONS. THE SEVEN NEW POSITIONS INCLUDE: ONE DS-9 INTERSTATE COMPACT PAROLE

ANALYST, ONE DS-9 RESEARCH ASSISTANT, ONE DS-9 SHORTHAND REPORTER, ONE DS-7 ACCOUNTING TECHNICIAN, ONE DS-7 SECRETARY, ONE DS-6 DATA ENTRY CLERK AND ONE DS-5 PAROLE INQUIRY ASSISTANT. THE TOTAL REQUESTED FOR THESE SEVEN NEW POSITIONS IN SALARIES AND BENEFITS AMOUNTS TO $106,000. THE INCREASE IN PERSONAL SERVICES ALSO INCLUDES $48,000 IN PAY ADJUSTMENT FOR SALARIES AND FRINGE BENEFITS AND $13,000 FOR WITHIN-GRADE INCREASES.

THE BUDGET REQUEST FOR NON PERSONAL SERVICES TOTALS $317,000,-- AN INCREMENT OF 80,000 OVER THE FY 86 ALLOCATION. THIS INCREASE INCLUDES THE FOLLOWING:

1) A $14,000 INCREASE TO UPGRADE THE TELEPHONE SYSTEM
2) $12,000 FOR PRINTING AND PUBLICATIONS
3) $2,000 FOR A LEGAL AND LEGISLATIVE LIBRARY
4) $7000 TO CORRECT THE BOARD'S CASE FILE SYSTEM TO AN ALPHA-NUMERIC, ONE WITH STATE OF THE ART RETRIEVAL CAPABILITIES
5) $3,000 FOR TECHNICAL STUDIES ON PAROLE RECIDIVISM
6) $21,000 FOR PAROLE CONSULTANTS, TRANSCRIPTION SERVICES, TRAINING AND STAFF DEVELOPMENT
7) $10,000 FOR SUPPLIES
8) $5,000 FOR COMPUTER EQUIPMENT
9) $6,000 FOR PAYMENT TO AD HOC BOARD MEMBERS

THE FY 87 BUDGET REQUEST WILL ALLOW THE BOARD TO MEET THE CHALLENGE OF ITS CHANGING ENVIRONMENT. OUR PROPOSAL TO UPGRADE OUR COMMUNICATION, CASE RETRIEVAL AND MANAGEMENT INFORMATION SYSTEM WITH STATE OF THE ART TECHNOLOGY WILL ASSIST THE BOARD IN FORMULATING POLICIES AND MAKING PAROLE DETERMINATIONS IN A TIMELY MANNER. ADDITIONALLY, THE HIRING OF ADDITIONAL PERSONNEL WILL ENSURE REASONABLE AND EQUITABLE DISTRIBUTION OF WORK AND THE DEGREE OF SPECIALIZATION THAT THE DIVERSITY OF TASKS AT THE BOARD REQUIRES.

IT IS IMPORTANT TO NOTE THAT THE FY 87 BUDGET REFLECTS OUR ABILITY TO MANAGE THE CURRENT WORK LOADS. HOWEVER, WE PROJECT THAT WITHIN THE NEXT 12-18 MONTHS, THE SPIRALING INCREASE IN THE PRISON POPULATION WILL RESULT IN EVEN A GREATER WORKLOAD AT THE BOARD. IT SHOULD BE BORNE IN MIND THAT THE MAJORITY OF TASKS AT THE PAROLE BOARD ARE HIGHLY LABOR INTENSIVE. WE WILL CONTINUE TO CLOSELY MONITOR THESE TASKS AND THE INCREASE IN WORKLOADS TO ADEQUATELY PRESENT ANY FUTURE BUDGET REQUEST.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. Ms. Mack, I have some questions that I will submit to be answered for the record.

Ms. MACK. Thank you, Mr. Chairman.

[The committee's questions and the Board's response follow:]

Board of Parole

QUESTION:
1. On page 1108 of the justifications, you state that you received a grant from the National Institute of Corrections to develop an assessment of your casefile management and information system needs and that a private firm was retained to perform this assessment.

a. What is the present status of the firm's indepth examination?

ANSWER:
a. We have asked Toborg Associates to include the reorganization of parole supervision under the purview of the Board in the assessment. If parole supervision is reorganized under the Board in the near future and the assessment does not include this impact, it will immediately become obsolete. We expect this final series of interviews to conclude shortly and the final report to be available in about 2 to 3 weeks.

QUESTION:
b. Has the firm been asked to include in its indepth examination an analysis to ensure that the information system will be compatible with the Department of Corrections, the Metropolitan Police Department, and the Courts?

ANSWER:
b. As part of the assessment of our information system needs, Toborg Associates has engaged in extensive interviews with persons within and outside the criminal justice community. This series of interviews has included, among others, the Metropolitan Police Department, Department of Corrections, U.S. Attorney's Office and the D.C. Superior Court. With respect to the compatibility of the Board's information system with other key criminal justice agencies, the Board will be collecting common identifiers with this type of interface in mind. However, the data collection effort and information system interface have to be coordinated on a larger scale. The Office of Criminal Justice Plans and Analysis is presently in the process of coordinating such an effort.

QUESTION:
c. Would you provide for the record a summary of the preliminary findings the firm presented to the Board?

ANSWER:

c. The preliminary findings were submitted to the Board of

Parole in October of 1985. Essentially, these findings include the first two steps in the assessment which entailed the interviews with the Board and staff and a review of our casefiles. In summary, the following conclusions and recommendations were the results of these initial steps in the assessment process:

1. Any information system developed for the Board of Parole will have its most direct impact on the Processing and Analysis units.

2. Any automated information system developed for the Board of Parole will support and complement--not replace--the present manual system.

3. Optimally, an automated system should display an offender's situation with regard to Board actions and related processing steps.

4. Consideration should be given to establishment of a single, "dedicated" staff position to screen all incoming routine calls and to answer all inquiries from outside parties.

5. Regular communication about information system needs with the D.C. Department of Corrections, Metropolitan Police Department, and the U.S. Attorney's Office should be formally established and maintained.

6. Use of the manual casefiles as the sole source of data in the development of an automated database may be more time-consuming than is acceptable.

7. Consideration should be given to the unique needs of parole officers and the impact of the transfer of the supervision function to the Board in order to ensure that automation addresses those needs as well.

QUESTION:
2. In response to a question submitted last year (Part I, page 1012) the Board Chairman stated that the recidivism rate was 11.4 percent.

a. Has a recidivism trend been noted? If so, what is it?

ANSWER:
a. Recidivism is defined as the percent of the parole supervision population, that suffers revocation within a year. The trend is up slightly because of the certain changes in the Board's rules. These changes include:

1. evidence requirements have changed from "preponderance of the evidence" instead of "clear and convincing evidence",

2. mandatory revocations if there is evidence of one positive test for PCP.

QUESTION:
b. What is the 1985 rate and the number on which it is based?

ANSWER:
b. The recidivism rate for FY 1985 is 12.6%. The total number on parole supervision is 3952; the number of revocations during this same period is 497.

QUESTION:
c. Has an analysis been done or is any planned to determine if there are any trends in the recidivism rate?

ANSWER:
c. We have not done a thorough analysis of trends in recividism. However, we are beginning to systematically collect data so that we can carefully measure the effect that the new rules and any other factors have on the recidivism rate.

QUESTION:
3. An article in the Washington Post on 2/5/86 stated that new procedures had been established to help the Department of Corrections comply with the parole processing timetable.

a. What is the role of the Parole Board with regard to these new procedures?

ANSWER:
a. The role of the Parole Board with respect to these new procedures is to prioritize, schedule and docket those residents which require adult initial hearings.

Question:
b. Would you please provide additional information on the exact procedures established, in addition to the forwarding of progress reports by the Corrections Department, and how these procedures will affect your operations?

ANSWER:
b. Essentially these procedures entail identifying progress reports which are for residents requiring initial hearings and giving them scheduling priority according to the parole eligibility date. Moreover, quality control procedures for identifying the absence of a required progress report have been implemented. Lastly, it should be noted that timely submission of these reports has allowed the Board to make parole determination 10 days before the parole eligibility date for approximately 85% of these cases.

QUESTION:
4. Provide for the record a summary of the Board's actions such as number of paroles granted, number of paroles revoked, etc. for fiscal years 1985 and 1986 to date. Similar information is shown in last year's hearings on pages 1014 through 1016.

ANSWER:
4. Please see the attached tables.

Table 1

Highlights of actions taken by the D.C. Board of Parole, fiscal year 1985

Type of action	Number of actions	Number of individuals
Total Board actions	8,523	3,702
Parole granted (all sources)	1,249	1,231
Parole granted (Initial)	694	684
Parole granted (Rehearing)	555	547
Parole revoked	497	449
18 United States Code 5010(e) study review	344	344
18 United States Code 5021 conviction set aside	19	19
Review of request for transfer from federal institution (D.C. female offenders)	34	34
Review of application for reduction in minimum sentence	2	2
Parole violator warrants requested	1,749	1,666
Parole violator warrants issued	1,662	1,034
Other actions*	4,629	

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* Includes special hearings, detainer reviews, transfers of supervision, modifying release conditions and other actions requiring approval by at least two Board Members.

Table 2
Decision at parole hearings[1]
Fiscal year 1985

Category of hearings	Number of prisoners reviewed					
	Total		Sentenced under adult statutes		Sentenced under FYCA[1]	
	Number	Percent[2]	Number	Percent[2]	Number	Percen
Initial hearings:						
Parole granted	684	46	674	55	10	4
Parole denied or continued	809	54	541	45	268	9
Total initial hearings	1,493	100	1,215	100	278	10
Rehearings:						
Parole granted	547	44	366	38	181	6
Parole denied or continued	683	56	587	62	96	3
Total rehearings	1,230	100	953	100	277	10
Total hearing						
Parole granted[3]	1,231	45	1,040	48	191	3
Parole denied or continued	1,492	55	1,128	52	364	6
Total	2,723	100	2,168	100	555	10

[1] Federal Youth Corrections Act: Cases where parole not granted are characterized as "continues" rather than "denies". Figures complied for prisoners sentences under the Federal Youth Corrections Act do not reflect the total number due to the abolishment of the Youth Corrections Act on October 12, 1984.

[2] Percentages are rounded.

[3] Of the 1,231 grants of parole made during FY 1985, a total of 247 (210 Adults and 64 Youth Corrections Act) were made through work release. A total of 743 inmates were actually releases to parole supervision and 214 inmates were granted administrative parole.

Table 3
Decisions at revocation hearings, fiscal year 1985

Category of hearings	Number of parolees reviewed					
	Total		Sentenced under adult statutes		Sentenced under FYCA[1]	
	Number	Percent[2]	Number	Percent[2]	Number	Percen
Revoke parole	449	21	435	47	14	
Reinstate to Parole	203	10	138	15	65	1
Decision pending end of year	707	34	351	38	356	8
PCP[3]	758	35				
Total hearings	2,117	100	924	100	435	10

[1] Federal Youth Corrections Act.

[2] Percentages are rounded.

[3] Figures were only computed for total number of cases as opposed to number of Youth and Adult.

Tuesday, May 13, 1986.

D.C. NATIONAL GUARD

WITNESSES

MAJOR GENERAL CALVIN G. FRANKLIN, COMMANDING GENERAL

COLONEL ANDREW D. PERKINS, JR., U.S. PROPERTY AND FISCAL OFFICER

MAJOR MICHAEL HARTLEY, COMPTROLLER

SFC HERMAN T. PRESTON, JR., BUDGET ANALYST

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) D.C. NATIONAL GUARD (FK)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	21	486	22	594	25	710	25	763	...	+53
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	21	486	22	594	25	710	25	763	...	+53
	Intra-District Sales	...	...	...	58	...	...	...	...	...	...
	TOTAL EXPENDITURES	21	486	22	652	25	710	25	763	...	+53
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	21		22		25		25		...	
	Average CFT Salary	20		22		23		24		+1	
	Average All Other Employment	...		3		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	21		25		25		25		...	
	Overtime & Other Pay — Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	20		20		23		24		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The District of Columbia National Guard (DCNG) serves as the militia of the District of Columbia and a reserve component of the Army and Air Force. In these capacities, DCNG serves both the District and federal governments. Organized units are manned, equipped, and trained to protect life, property and to preserve peace. These units provide emergency disaster assistance to the District of Columbia and must be ready to respond to a presidential order or call to partial or full readiness for active service. DCNG consists of 24 Army and 13 Air Force National Guard units with an authorized strength of 3,636. A member of the National Guard is a citizen/soldier who performs duty on the weekends for the military and during the week works as a civilian.

In addition, DCNG's community serves to the District of Columbia include operating an annual 10-day youth leadership camp for selected high school students, participating in various ceremonial functions, and sponoring numerous charitable activities.

FINANCIAL SUMMARY

Appropriated budget request

The FY 1987 appropriated recommendation for the D.C. National Guard is $763,000, a net increase over FY 1986 of $53,000 and no change in authorized continuing full-time positions.

The personal services recommendation is $658,000, an increase of $33,000. Of this increase, $24,000 is recommended for the FY 1987 pay adjustment and $9,000 for within grades.

The nonpersonal services recommendation is $105,000, a net increase over FY 1986 of $20,000. This net increase will be allocated as follows: $10,000 in supplies for metals and awards; $3,000 for communications; $15,000 in Other Services and Charges for educational assistance for DCNG officers; $7,000 for replacement equipment for the carpenter and additional costs required to maintain computer hardware and software; and a base reduction of $15,000 for the nonrecurring purchase of computer equipment in FY 1986.

OBI1/86.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

*** DISTRICT'S RECOMMENDATION ***

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. NATIONAL GUARD (FK)

PROGRAM IMPACTS

The recommended appropriation will fund nondiscretionary increases in personal services. The addition of the computer system in FY 1986 has enhanced the efficiency of the National Guard's administrative and technical support operations. Special programs for youth, the elderly, and the needy will maintain their existing impact. Assistance to the District of Columbia in civil defense and emergency operations will be of equal strength. Funding for educational assistance enables D.C. National Guard officers to meet minimum educational requirements.

The FY 1987 budget request for the D.C. National Guard, which includes items over and above the Mayor's FY 1987 budget recommendation, is included in a separate submission.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Youth leadership camp	150	150	150	150
Community service events	60	60	60	60
Ceremonial functions	40	60	75	85
Emergency assistance	4	4	4	4
Training program participants				
Civil disturbance	200	200	200	200
Officer candidate	50	50	50	50
NCO enlisted school	100	100	100	100

The performance measures indicate the National Guard's effort in maintaining community involvement and the enrollment for training programs. The National Guard, in forming the youth leadership camp, assists youths in self-awareness and motivation. Community service events are programs created for the purpose of getting the elderly and the needy more involved in community activities. Ceremonial functions are events held annually for recognized National Guard members receiving medals and awards. The training programs were established to allow National Guard officers and other guard members to meet minimum educational requirements.

*** DISTRICT'S RECOMMENDATION ***

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. NATIONAL GUARD (FK)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	National Guard	22	594	25	710	25	763	...	+53							25	763
	TOTAL AGENCY	22	594	25	710	25	763	...	+53							25	763
OBJECT CLASS DETAIL																	
11	Regular Pay	487		573		606		+33								606	
12	Other Regular Pay	...		...		...		...								...	
13	Additional Gross Pay	19		...		...		...								...	
14	Fringe Benefits	51		52		52		...								52	
	TOTAL PERSONAL SERVICES	557		625		658		+33								658	
20	Supplies	10		21		31		+10								31	
30a	Energy	...		...		...		...								...	
30b	Communications	1		4		7		+ 3								7	
30c	Building Rent	...		...		...		...								...	
40	Other Services & Charges	18		30		45		+15								45	
50	Subsidies & Transfers	...		...		...		...								...	
60	Land & Buildings	...		...		...		...								...	
70	Equipment & Equipment Rental	8		30		22		-8								22	
	TOTAL NONPERSONAL SERVICES	37		85		105		+20								105	
	TOTAL AGENCY	594		710		763		+53								763	
PERSONNEL SUMMARY																	
	Average CFT Employment	22		25		25		...		▨		▨		▨		25	
	Average CFT Salary	22		23		24		+1		▨		▨		▨		24	
	Average All Other Employment	3		...		...		...								...	
	Total FTE Employment	25		25		25		...								25	
	Overtime & Other Pay FTE Employment	...		...		...		...								...	
	Average FTE Salary	20		23		24		+1								24	

OB11/85.1

*** DISTRICT'S RECOMMENDATION ***

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) D.C. NATIONAL GUARD (FK)

CONTROL CENTER: (Name & Code) NATIONAL GUARD (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funding	CFT Pos	Amount	CFT Pos	Amount
0101		NATIONAL GUARD														
		Base Reduction														
	1.0	Reduction for nonrecurring computer purchase	70	...	15	...	-15								...	-15
		Increases														
	2.0	Increase for FY 1987 pay adjustment	11	...	...								...	+24	...	+24
	3.0	Increase for within grades	11	...	...								...	+ 9	...	+ 9
	4.0	Increase in supplies for medals and awards	20	...	21								...	+10	...	+10
	5.0	Increase for communications	30	...	4								...	+ 3	...	+ 3
	6.0	Increase in Other Services and Charges for educational assistance	40	...	10								...	+15	...	+15
	7.0	Increase for replacement equipment	70	...	15								...	+ 7	...	+ 7
		TOTAL CONTROL CENTER				...	-15	...	...	...	...		...	+68	...	+53

OB11/86.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code NATIONAL GUARD (FK)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	21	486	22	594	25	710	34	1,392	+9	+682
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	21	486	22	594	25	710	34	1,392	+9	+682
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	21	486	22	594	25	710	34	1,392	+9	+682
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	21		22		25		34		+9	
	Average CFT Salary	20		21		23		22		-1	
	Average All Other Employment	...		3		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	21		25		25		34		+9	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	20		20		23		22		-1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The District of Columbia National Guard (DCNG) serves as the militia of the District of Columbia and a reserve component of the Army and Air Force. In these capacities, DCNG serves both the District and federal governments. Organized units are manned, equipped, and trained to protect life, property and the preservation of peace. These units provide emergency disaster assistance to the District of Columbia and must be ready to respond to a presidential order or call to partial or full readiness for active service. DCNG consists of 24 Army and 13 Air Force National Guard units with an authorized strength of 3,636. A guardsperson is a citizen/soldier who performs duty on the weekend for the military and during the week works as a civilian.

In addition, DCNG's community services to the District of Columbia include operating an annual 10-day youth leadership for selected high school students, participating in various ceremonial functions, and sponsoring numerous charitable activities.

FINANCIAL SUMMARY

The FY 1987 appropriated request is for $1,392,000 and 34 authorized continuing full-time positions, an increase from FY 1986 of $682,000 and 9 continuing full-time positions.

The personal services request is for $1,160,000, an increase of $535,000 and nine continuing full-time positions. Of this amount, $168,000 is for the nine new continuing full-time positions, $24,000 is for pay adjustment, $9,000 for within-grade increases, $288,000 for a Contingency force for 30 days of District active duty in support of the District Office of Emergency Preparedness, and $46,000 for fringe benefits.

The nonpersonal service request is for $232,000, an increase of $147,000 over the FY 1986 amount. This increase will be allocated as follows: $24,000 in supplies is for medals and awards, administrative support for

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

the contingency and other administrative supplies, $3,000 for communication, $20,000 in Other Services & Charges is for education assistance for DCNG officers, $100,000 in Land and Buildings is for minor improvement in DC National Guard exclusive use areas within the DC armory, $15,000 in equipment and equipment rental is for replacement equipment for the carpenter, to obtain support equipment needed by the contingency force, and additional cost required to maintain computer hardware and software, and a base reduction of $15,000 in nonrecurring cost for computer equipment that interfaces with the District financial management system.

PROGRAM IMPACT

The requested increase in personal services and nonpersonal services for FY 1987 will allow DCNG to continue to expand its capacity for community involvement, increase youth programs, establish and maintain a personnel and equipment profile to meet federal and/or District mobilization requirements. The additional positions are to handle increased requirements for the procurement, storage accountability and maintenance of District of Columbia furnished equipment and real property, administration, public relations, facilities maintenance, and emergency operations contingency planning and execution.

PROGRAM PERFORMANCE DATA

Measure	PY 1984	FY1985	FY1986	FY1987
Youth leader camp	150	150	150	150
Emergency assistance	4	4	4	4
Ceremonial functions	40	60	75	[illegible]
Other miscelleanous community service events	60	60	60	60
Training programs participants				
Civil disturbance	200	200	200	200
Officer candidate	50	50	50	50
NCO enlisted school	100	100	100	100

The program measures that accurately reflect the overall performance of the agency are: achieving and maintaining authorized personnel strength; maintaining adequate equipment levels; providing satisfactory annual training in order to meet stipulated standards associated with various missions; increasing community involvement that includes: providing special programs for youth, the elderly, the needy, and assisting the District government in civil defense and emergency operations.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code NATIONAL GUARD (FK)

CONTROL CENTER Code	Name	FY 1985–FY 1987 APPROPRIATED EXPENDITURES FY 1985 Actual Expenditures CFT Pos.	Amount	FY 1986 Planned Expenditures CFT Pos.	Amount	FY 1987 Requested Expenditures CFT Pos.	Amount	FY 1986–FY 1987 Net Change (+/-) CFT Pos.	Amount	FY 1987 NONAPPROPRIATED EXPENDITURES Federal Funds TFT Pos.	Amount	Private & Other Funds TFT Pos.	Amount	Intra-District Sales TFT Pos.	Amount	FY 1987 Gross Expenditure Budget Total Pos.	Amount
01	National Guard	22	594	25	710	34	1,392	+9	+682							34	1,392
	TOTAL AGENCY	22	594	25	710	34	1,392	+9	+682							34	1,392
	OBJECT CLASS DETAIL																
11	Regular Pay		487		534		735		+201								735
12	Other Regular Pay		...		39		39		...								39
13	Additional Gross Pay		19		...		288		+288								288
14	Fringe Benefits		51		52		98		+ 46								98
	TOTAL PERSONAL SERVICES		557		625		1,160		+535								1,160
20	Supplies		10		21		45		+ 24								45
30a	Energy		...		...		...		...								...
30b	Communications		1		5		8		+ 3								8
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		18		29		49		+ 20								49
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		100		+100								100
70	Equipment & Equipment Rental		8		30		30		...								30
	TOTAL NONPERSONAL SERVICES		37		85		232		+147								232
	TOTAL AGENCY		594		710		1,392		+682								1,392
	PERSONNEL SUMMARY																
	Average CFT Employment		22		25		34		+ 9	▨	▨	▨	▨	▨	▨		34
	Average CFT Salary		22		23		22		- 1	▨	▨	▨	▨	▨	▨		22
	Average All Other Employment		3		...		...		...								...
	Total FTE Employment		25		25		34		+ 9								34
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		20		23		22		- 1								22

OB11/86.1

AGENCY'S REQUEST
1121

1878

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code NATIONAL GUARD (FK)
CONTROL CENTER: Name & Code NATIONAL GUARD (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101	1.0	BASE REDUCTION														
0101	1.0	Reduction for nonrecurring computer purchase	70	...	30	...	-15								...	- 15
		INCREASES														
	2.0	Increase for FY 1987 pay adjustment	11	...	...								...	+ 24	...	+ 24
	3.0	Increase for within grade	11	...	...								...	+ 9	...	+ 9
	4.0	Increase for nine new positions and salaries	11	...	...							12	+9	+168	+9	+168
	5.0	Increase in Additional Gross Pay (Contingency Force)	13	...	...							12	...	+288	...	+288
	6.0	Increase in Fringe Benefits	14	...	...								...	+ 46	...	+ 46
	7.0	Increase in Supplies	20	...	...								...	+ 24	...	+ 24
	8.0	Increase in Communication	30	...	...								...	+ 3	...	+ 3
	9.0	Increase in Other Services and Charges	40	...	...								...	+ 20	...	+ 20
	10.0	Increase in Land and Buildings	60	...	...								...	+100	...	+100
	11.0	Increase in Equipment and Equipment Rental	70	...	...								...	+ 15	...	+ 15
		TOTAL CONTROL CENTER				...	-15						+9	+697	+9	+682

0811/85.1 *See Schedule 4a.

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AGENCY'S REQUEST

BUDGET REQUEST OF NATIONAL GUARD

Mr. **Dixon**. Next we have the National Guard, and General Calvin Franklin is with us.

For the National Guard, the Mayor and the Council recommend $763,000 and 25 positions for fiscal year 1987, a net increase of $53,000 above last year's appropriation and no change in the number of positions.

The Commanding General, General Franklin, is requesting $1,392,000 and 34 positions, a net increase of $682,000 and 9 positions above the fiscal year 1986 appropriation level; and $629,000 and 9 positions above the city's recommendation.

Welcome, General Franklin. If you have a written statement, we would be pleased to receive it for the record. And if you want to highlight it with oral testimony, we would be very glad to hear you at this time.

OPENING STATEMENT OF COMMANDING GENERAL

General **Franklin**. Mr. Chairman, I have a written statement. It has been provided.

I appreciate the opportunity to appear before this committee in support of the fiscal year 1987 budget. I have with me Colonel Andrew Perkins, my U.S. Property and Fiscal Officer; also, my Comptroller, Major Michael Hartley.

Mr. Chairman, as you know, I have a dual mission considering both the Federal and State sides. I am prepared to augment both the regular Air Force and the regular Army, for those mobilization contingencies for which I am committed. I know you realize that during the last two years there has been increased reliance on the Guard and Reserve components, and in that regard my Federal budget has been increased to accommodate the Federal mission.

Associated with this Federal mission there has been a natural increase in activity as it relates to the State mission.

TOTAL FEDERAL AND DISTRICT FUNDING

Mr. **Dixon**. Let me ask you, General, how much Federal money do you receive?

General **Franklin**. Total amount of money that is controlled by the District Army and Air Guard is close to $50 million. The dollars that you see in the budget does not include pay and allowance for the normal inactive duty and annual training.

The budget that I am asking for, which includes 9 additional positions and some additional funding for expanded contingency plans totals $1.3 million. This has been discussed with the Mayor and City Council. The Mayor does not object to the budget that I am including. He just does not have the ability to accommodate the total budget I am requesting.

I would like to point out that the Mayor's budget does not include any expansion; it only takes into consideration inflation. And it is more important than in previous years to accomplish our State mission as outlined within the budget.

DIFFERENCE BETWEEN MAYOR'S AND NATIONAL GUARD'S BUDGETS

Mr. DIXON. As I understand it, by your calculation you are short $629,000 and 9 positions?

General FRANKLIN. That is correct.

JUSTIFICATION FOR ADDITIONAL REQUEST ABOVE MAYOR'S BUDGET

Mr. DIXON. What would you do with those additional 9 positions and $629,000?

General FRANKLIN. We have those identified and broken out specifically in the budget. We intend to expand emergency planning. We have been mandated by the National Guard Bureau to develop State antiterrorist plans in concert with the District plan. We are working that effort but current funding available to us is not adequate.

The other important area developed because we have increased space requirements to accommodate additional people that have been added to the D.C. Guard. This includes among others the expansion in helicopter capability, picking up 159 people in the process aged classrooms and storage rooms dedicated specifically to the D.C. Guard use require repair and maintenance. We are asking for Federal funding to assist us in that area, but state funds are needed to match them.

Federal funds for that purpose have been increased. There is policy that States will pick up 25 percent of the minor construction costs. The mayor has made some attempt in the past to accommodate that, but has not been able to meet the 25 percent. We need roughly $100,000. That is part of the $600,000 shortfall.

I am asking for the 9 positions and $168,000 plus fringe benefits to cover those tasks in emergency planning, administration functions and some logistic areas. I have the specific positions identified plus fringe benefit costs.

The last priority is for some minor communication equipment necessary to effectively interface with the District emergency plans and agencies that we are required to work with.

Mr. Chairman, we realize that the D.C. National Guard is not an agency principally responsible for antiterrorist activity, but the capability and the expertise of the D.C. Guard to include our equipment has been recognized and the utilization planned for. We want to be sure that we are capable of being responsive when we are called on to do that. So, that is essentially why the additional funds are requested.

PREPARED STATEMENT OF COMMANDING GENERAL OF NATIONAL GUARD

[The statement of General Franklin follows:]

Mr. Chairman, and members of the Subcommittee, I appreciate the opportunity to appear before this committee in support of the FY87 budget for the District of Columbia National Guard.

I am accompanied by Colonel Andrew D. Perkins, JR., US Property and Fiscal Officer for the District of Columbia National Guard, and Major Michael Hartley, Comptroller for the District of Columbia Army National Guard. As you know, the District of Columbia National Guard has a dual mission:

1. To be prepared to support the District of Columbia civil authorities in the event of disasters, disorders, or other emergencies; and

2. To be prepared to augment the active services in a partial or general mobilization to meet the requirements of the Department of Defense.

This mission is similiar for all National Guard organizations. However, it is unique for the DC National Guard, primarily because there is no governor and the Commanding General is appointed by and responsive to the President of the United States.

Our mobilization readiness mission is adequately funded. Section 39-705 of the DC Code requires that funds necessary to support DC National Guard be included in the District of Columbia Budget. It is this funding we are addressing today.

The Mayor's mark considers only inflation and fails to provide the DC National Guard with sufficient resources to maintain even current levels of support. This additional request is submitted with the Mayor's concurrence and the understanding of the City Council. The most essential of which are priortitzed as follows:

1. Nine (9) continuing full-time positions, with $168,000 in salary and $17,000 in fringe benefits. This is our most critical need. The world wide terrorist threat has necessiated a mandated mission to all National Guard units to develop comprehensive plans to furnish even more assistance to States. This requires increased planning, testing, communication interface with city agencies and fundentamental training of both leaders and soldiers. Training and practice is of special importance to citizen-soldiers. These nine positions are not enough to accomplish this and the associated administration to the standard desired. They are indeed the minimum levels necessary.

2. $100,000 Land and Building Maintenance. These funds are needed for maintenance and minor construction in the exclusive use areas of an aged DC Armory. The State has a responsibility for 25% of minor construction costs. Fortunately, we have been successful in obtaining a federally funded facilities engineering position, which correctly should be borne by the city.

We have reached a point of no return on our ability to continue operational levels of support to the city by work deversion and/or elimination and off setting cost savings.

I urgently request that this committee approve the DC National Guard request for 34 positions and $1,392,000. As a minimum I request the approval of 34 positions and $1,049,000. This minimum request is nine positions and $286,000 above the Mayor's Mark of 25 positions and $763,000.

Thank you

IMPROVEMENTS AT D.C. ARMORY

Mr. **Dixon**. You touched upon the $100,000 to make minor improvements in the D.C. National Guard exclusive use areas at the D.C. Armory.

General **Franklin**. Yes.

Mr. **Dixon**. Can you amplify on that?

General **Franklin**. This will accommodate needed learning centers, and expand emergency planning rooms or as we call it the tactical operations center. Hopefully, it can be used as an alternate District tactical operations center for their emergency planning people.

In addition, we have planned to build a dining facility for our people. We have Federal funds that will take care of 75 percent of the cost. We are asking for these additional funds from D.C. to take care of the difference.

As we pick up needed automatic equipment and microcomputers we must also change and accommodate the environment including electrical circuits, air conditioned rooms and so on. So minor construction is to accommodate these kind of things, plus additional classrooms to accommodate the new people we have added.

AMOUNT OF FEDERAL FUNDS

Mr. **Dixon**. A few minutes ago you made the statement that the Federal money is about $50 million.

General **Franklin**. Mr. Chairman,——

Colonel **Perkins**. About $24 million totally for controlled dollars, and about that same amount of dollars outside of our control what we receive from other sources depending upon how many people we send to camp and how many people we train.

Mr. **Dixon**. That is in the uncontrolled?

Colonel **Perkins**. Yes, sir.

General **Franklin**. Let me give you examples of uncontrolled.

Special funds for aviation fuel, when we fly the aircraft, helicopters and fixed wings and the jets would be in that category. The funding for the Air National Guard is roughly $22 million. Some of that includes overseas deployment, working in support of joint exercises, and that is driven by the number of people participating, approximately $11.4 million.

Mr. **Dixon**. I personally don't have any problem with your budget as opposed to the Mayor's budget. The obvious thing is, where do we find the money? I will be talking to Mr. Coughlin about that.

PRIORITY BREAKDOWN OF ADDITIONAL BUDGET REQUEST

I would ask one final question: Of that $629,000, what are the priorities? Can you list the priorities?

General **Franklin**. My first priority would be for the 9 positions, which is imperative for us to do our State job. In addition to that, the money to accommodate minor construction, which is a pending immediate requirement.

Mr. **Dixon**. The $168,000 is for the 9 positions?

General **Franklin**. That will take care of the 9 positions.

Mr. **Dixon**. And the fringe benefits?

Colonel **Perkins**. No; plus $17,000 more for the fringes.

Mr. **Dixon**. $168,000 plus $17,000 for a total of $185,000?

Colonel **Perkins**. Yes, sir.

General **Franklin**. $100,000 for the land and buildings, minor construction.

Mr. **Dixon**. That is——

General **Franklin**. The need for the $20,000 for the other services, that is third priority to accommodate specialized equipment we must have for communications, etc.

Mr. **Dixon**. That is far enough.

General **Franklin**. Those will be the high priorities, Mr. Chairman.

REQUEST FOR CONTINGENCY FUND

I would like to make a comment while we are identifying roughly a little over $288,000 for contingency pay. What we have in mind here is for our troops and leaders to participate in developing plans and procedures and to exercise or test those plans and procedures. We are talking about roughly 40 people that are involved at anyone time. I am not talking about putting 164 people on the street at any one time to respond to emergencies.

I am convinced that the additional Federal and District funds for that purpose can be made available when we have the emergency. But it is important that we develop plans and procedures and to test those plans and procedures. To do that we are talking about a minimum of four times a year or once a quarter.

We have two such exercises proposed this month, and in the past we have been taking that out of Federal funds and justifying it by conducting commensurate training. I am suggesting that it is impossible for us to continue to do that and maintain the readiness level that we are required to maintain in both the Army and Air National Guard.

Mr. **Dixon**. Mr. Wolf?

Mr. **Wolf**. No questions.

Mr. **Dixon**. General Franklin and staff, thank you very much.

General **Franklin**. Thank you, Mr. Chairman.

QUESTIONS FOR THE RECORD

Mr. **Dixon**. I have some questions that I will submit to be answered for the record.

[The Committee's questions and the Guard's responses follow:]

D.C. NATIONAL GUARD

QUESTION:

1. Last year's submission requested an increase of three positions to handle "procurement, storage accountability and maintenance of District furnished equipment and real property" (page 807, part 1, FY 1986 hearings). Your request this year for nine additional positions appears to be for the same function (page FIG-7).

a. Would you please provide for the record additional information on the specific need for these positions and how the duties to be performed by these new positions are presently being accomplished? (In reply to a similiar question last year you said the work was performed by three fulltime temporary positions (page 822, part 1, FY 1986 hearings).

b. If we are able to fund some of the nine positions, but not all of them, which ones are absolutely necessary? In other words, how would you prioritze those nine positions?

ANSWER:

1a. The requested nine positions for FY 87 do not include a requirement for equipment, procurement or maintenance. Both functions are presently adequately satisfied by FY 86 continuing fulltime funded positions. However, there is a need for a stock control clerk and supply clerk, both associated with work increases in facilities maintenance generated by increased federal resources of about $500,000. Furthermore, positions provided in FY 86 were applied exclusively against D.C. Army National Guard needs at the D.C. Armory, without consideration at that time, of similar legitimate Air National Guard requirements at Andrews Air Force Base.

1b. It is imperative that all positions be funded. However, the nine positions are prioritized as follows:

1. Assistant Information Management Officer to be reclassified as an Emergency Planner. NGB recently mandated state assistance.

2. Voucher Examiner.

3. Administrative Assistant.

4. Draftsman and Carpenter.

5. Other positions are equally important.

QUESTION:

2. On page FK-7 of your justifications, you show an increase of $100,000 "for minor improvement in D.C. National Guard exclusive use areas in the D.C. Armory".

ANSWER:

2. $225,000 has been made available to the D.C. National Guard in FY 86 for critical roof and boiler repairs. Approximately the same amount has been federally funded for other badly needed maintenance and upgrades in both Troop and administrative areas in the D.C. Armory. The $100,000, if approved, would be applied to the state requirement for a 25% contribution for these projects, additional learning centers and space needs as well as improvements for additional personnel. Some resources would also be applied to a troop food service facility. The D.C. Armory is extremely old and in need of roof, drill floor, heating, air conditioning and electrical repairs, especially for the installation of sophisticated word processing and personal computer systems.

QUESTION:

3. On page FK-3 of your justifications you state that the requested increase will, among other things, increase youth programs, yet a review of the Program Performance Data reflects no change at all in "Youth Leaders' Camp", which I assume is the program being required to.

a. Would you explain where the increase in youth programs will occur, and how much is to be allocated to these increases?

ANSWER:

3. The D.C. National Guard recently was awarded the Minuteman Mike Trophy by the Adjutants General Association of the United States for the most outstanding youth community project in the states, Virgin Islands, Guam and the District of Columbia. We intend to increase the youth participants in this program, which requires about 45 guardsmen for over 20 days each year for planning and execution. Also the D.C. Air National Guard has annually conducted a career day in aviation which presently receives no funding. If funds are available, other career enhancing program for youth would be undertaken in close association with the area school districts. Examples of such program are skills development and sports sponsorship.

TUESDAY, MAY 13, 1986.

OFFICE OF EMERGENCY PREPAREDNESS

WITNESSES

JOSEPH P. YELDELL, DIRECTOR
SAMUEL H. JORDAN, DEPUTY DIRECTOR
MICHAEL R. FLOWERS, CONTROLLER

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: GENERAL (100)
Name & Code

AGENCY: OFFICE OF EMERGENCY PREPAREDNESS (BN)
Name & Code

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	8	314	11	466	15	492	34	1,466	+19	+974
	Federal Funds	19	492	19	563	17	514	17	514	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	27	806	30	1,029	32	1,006	51	1,980	+19	+974
	Intra-District Sales	8	126	11	560	...	...	...	...	...	...
	TOTAL EXPENDITURES	35	932	41	1,589	32	1,006	51	1,980	+19	+974
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	8		11		15		34		+19	
	Average CFT Salary	28		26		27		26		- 1	
	Average All Other Employment	16		19		17		17		...	
	Total Full-Time Equivalent (FTE) Employment	27		30		32		51		+19	
	Overtime & Other Pay – Full Time Equivalent (FTE)	4		4		4		4		...	
	Average Full-Time Equivalent Salary	9		24		26		25		- 1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Office of Emergency Preparedness (OEP) was established in 1950 by Public Law 686. Commissioner's Order 74-267 and the District Government Administrative Plan of 1976 reestablished OEP to include responsibility for local emergencies; and the District of Columbia Emergency Act of 1980, D.C. Law 3-149, granted Mayoral authority to take certain actions in connection with public emergencies. The agency's primary responsibility is to insure a preparedness and response capability dedicated to saving lives, protecting property, maintaining the continuity of government and restoring governmental services during and after a disaster. OEP is the state agency for administering and managing federal grants from the Federal Emergency Management Agency (FEMA) to establish an Integrated Emergency Management System (IEMS), which directs the District's emergency response to disasters, crises, and special events.

Functionally, the agency plans, trains, gives warning, citizen's assistance and direction, maintains communications, support services, and control during area emergencies. As mandated by law, OEP provides personnel and administrative support to maintain a 24-hour daily emergency command and control center (ECC), which receives information on emergency situations. This information is monitored, analyzed, and disseminated on a "need-to-know" basis to the Mayor, City Council, City Administrator, other key officials, and emergency service organizations.

Through the Mayor's Special Events Task Group, chaired by the Director of OEP, this agency provides liaison and logistical support for all major special events in the District, from presidential inaugurations to citizens' events and demonstrations. Additionally, the Mayor's Emergency Preparedness Policy Council, also chaired by the Director of OEP, provides the Mayor with definitive information on disaster and emergency management policies.

In conformance with mayoral objectives, OEP has implemented two new programs of major benefit to the citizens and the agencies of the District government. The first of these programs is a Citizen's Information and Referral System (DCHELP), designed for use by citizens in all crises situations requiring government services. This system will relieve the "911 Emergency Phone System" from an increasing amount of nonemergency calls, which are now

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

approximately 45 percent of the total calls. The second program is the installation of a new 800 Megahertz (MHz) two-way radio system that will enhance communications in emergency situations and become a vital component of the District government's Warning and Communications System (WCS).

As required by IEMS, OEP will continually update its current inventory of contingency plans, multiyear development plan for addressing shortfalls in response capability, and comprehensive hazard analysis tailored, specifically to those hazards most likely to affect the District of Columbia. This year's budget request addresses the District's peacetime Hazardous Materials Program initiative. The basis of this program was funded by FEMA under the Radiological Protection Program in previous years to include nuclear attack planning. However, the voters of the District passed Initiative Number 10 (DC Law 4-210) Nuclear Weapons Freeze Act of 1982, which declared that the public policy of the District is to avoid futile preparation for nuclear war. Consequently, FEMA has declined to provide any funding for the Radiological Protection Program in the absence of nuclear attack planning.

During FY 1987 under the "train-the-trainer" concept, OEP will use its cadre of FEMA-certified trainers to train and test emergency plans to comply with federal and local laws.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $1,466,000 and 34 continuing full-time positions, an increase from FY 1986 of $974,000 and 19 full-time positions.

The personal services request is $1,001,000, an increase of $554,000 and 19 full-time equivalent employees. The increase represents $5,000 for within grades, $21,000 for the FY 1987 pay adjustment and $129,000 for the transfer-in of four positions. Additionally, $399,000 is for the salaries, additional gross pay, and fringe benefits for 15 new positions for the Citizen's Information and Referral System.

The request for nonpersonal services is $465,000, an increase from FY 1986 of $420,000. The increase represents $135,000 in communications costs, $106,000 for postage, $20,000 for office supplies, $65,000 for computer equipment and software maintenance, $12,000 for computer systems consultants, $15,000 in computer systems training, $10,000 in vehicle maintenance, $50,000 for radio communications systems maintenance, and $7,000 for federal grant audit.

Nonappropriated Budget Request
The FY 1987 nonappropriated budget request is $514,000 and 17 full-time equivalent positions, with no change in full-time equivalent employment. The nonappropriated budget consists of federal grants provided by the Federal Emergency Management Agency (FEMA).

PROGRAM IMPACT

The FY 1987 budget request will permit OEP to enhance its performance and continued service to the community with regard to emergency response to disasters, crises, and special events in compliance with local and federal laws. Initial funding in fiscal years 1984 thru 1986 enabled this agency to develop, acquire, and test the computerized Citizen's Information and Referral System. This system will assure that citizens receive prompt and courteous response when requesting services and registering complaints. The FY 1987 request projects the full complement of resources necessary to respond to the approximately 450,000 nonemergency calls expected to be diverted from the 911 Emergency Phone System through direct telephone dialing of 8DC-HELP. The enhanced 911 system will be strictly limited to emergency calls while nonemergencies will be transferred to OEP's Citizens' Information and Referral System.

The new 15 channel, 800 Megahertz trunking two-way radio system will be installed in FY 1986 and become operational in FY 1987. This system will provide a citywide radio communications net that will greatly reduce the response and delivery time of critical resources during emergencies. The system will be totally controlled by OEP from the emergency command and control center (ECC) for the continuity and coordination of District government's response to emergencies. In addition, the system has the capability for key officials to have designated radio channels for the timely dissemination and receipt of essential information for expedient decision-making across the executive structure.

The content of the Hazardous Materials Program has been an integral part of the District's ongoing peacetime initiative in preventing and responding to incidents or accidents that involve hazardous materials of a biological, chemical or radiological nature. Plans will be developed that will make OEP capable of monitoring the transport and storage of hazardous materials. These plans will become a part of the District's Emergency Operations Plan.

In FY 1985, OEP began a three-year process to develop the District of Columbia's Emergency Operations Plan by FY 1987. This document will define the role of all elements of the community before, during, and after an emergency in the city. Input from the District, federal, and private sectors will be integrated into a single plan of action to deal with hazards most likely to affect the District including severe weather, fires, floods, large demonstrations, special events, and power outages. This plan will also include hazard specific operational annexes, and functional appendices that cover sheltering and feeding disaster victims, hazardous materials sites, and location of critical resources.

BUDGET REQUEST FOR OFFICE OF EMERGENCY PREPAREDNESS

Mr. DIXON. Next we have the Office of Emergency Preparedness, and we have with us Mr. Joseph P. Yeldell, the Director.

The Office of Emergency Preparedness is requesting $1,466,000 and 34 authorized positions for fiscal year 1987, a net increase of $974,000 and 19 positions above the fiscal year 1986 appropriation level.

Mr. Yeldell, if you have a written statement, we will receive it for the record. And if you would like to summarize it and give us an overview orally, we would appreciate that at this time.

OPENING STATEMENT OF DIRECTOR

Mr. YELDELL. Thank you. I would be more than pleased to submit my statement for the record.

Let me just say briefly, Mr. Chairman, that the Office of Emergency Preparedness is designated as the coordinator for all emergencies in the District of Columbia. As such, we have several major projects underway. One is to develop an emergency operations plan for the entire city. I would like to report that we have completed the District agency portion of that. We did that last fiscal year.

This year, we are working with the private sector to complete that portion of the plan; and in the next fiscal year, we will be working with the Federal agencies. At the end of the three-year cycle we will have a complete emergency operations plan for the entire city that encompasses both the District Government, the private sector, and the Federal Government.

ENHANCED 911 SYSTEM

We also have embarked on a very ambitious program this year, Mr. Chairman, in terms of working with our emergency operations system, dealing with the 911 emergency telephone number. We have augmented the 911 system.

As you know, the District of Columbia has installed and currently is testing what is known as the Enhanced 911 system. The Office of Emergency Preparedness has been charged with the responsibility of dealing with one of the off-shoots of that emergency program, which not only affects us but across the country, and that is that nearly one in two calls that come on 911 are truly non-emergency calls; that is, they do not require the services of a policeman, fireman, or ambulance.

Rather than to discard those calls, because many of those are people calling with emergencies, the Mayor instructed my office to set up a parallel system to 911, which we have so structured. It is a computerized system. It receives all calls on 911 that do not meet the definition of "emergency" as we have previously defined it.

I might say that we anticipate going to a 24-hour operation with our D.C. Help system around the first of the month; when it is contemplated that the enhanced 911 system will go 24 hours.

I would like to say, Mr. Chairman, that with the addition of the D.C. Help to the features of the Enhanced 911 System, the District will be the only city in the nation, to our knowledge, that has arranged for a complete spectrum of calls, emergency and non-emergency, in a computerized system.

JUSTIFICATION OF BUDGET INCREASE

I would like to speak to the increase because it is a rather large increase over the previous year. Four of those positions—4 of the 19 positions, Mr. Chairman, are transfers in, 3 of which came from the Office of the Secretary; they were people who were answering the telephone for the Mayor. They formed the backbone of the D.C. Help system that we are currently operating on a limited basis. Thirteen of the additional positions that are new would be staffed by D.C. Help operation around the clock to give us a 24-hour operation, 7 days a week every day of the year. The 2 remaining positions are positions that were previously federally funded in the radiological area.

However, since the District would not agree to perform nuclear attack planning, all funding for these positions were withdrawn by the Federal government, and we are therefore seeking funding of these positions to do peacetime radiological planning under District appropriations.

I think, other than that, Mr. Chairman, the increases on the nonpersonnel side are directly in support of these program elements that we have talked about, including money for some additional computer equipment that will be necessary to sustain the operation of the D.C. Help as well as money for repair of the radio system we contemplate installing some time later this year.

PREPARED STATEMENT OF DIRECTOR, OFFICE OF EMERGENCY PREPAREDNESS

[The statement of Mr. Yeldell follows:]

STATEMENT OF
JOSEPH P. YELDELL
DIRECTOR, OFFICE OF EMERGENCY PREPAREDNESS
BEFORE THE
THE U.S. HOUSE OF REPRESENTATIVES
ON THE
D.C. APPROPRIATION SUBCOMMITTEE
MAY 13, 1986

CHAIRMAN DIXON AND MEMBERS OF THE COMMITTEE, I AM PLEASED TO HAVE THIS OPPORTUNITY TO APPEAR BEFORE YOU TODAY IN REGARDS TO THE PROPOSED FY' 87 BUDGET FOR THE OFFICE OF EMERGENCY PREPAREDNESS.

THE MAYOR HAS CHARGED ME WITH THE RESPONSIBILITY OF INSURING THAT DISTRICT RESIDENTS CAN LOOK WITH CONFIDENCE TO ITS GOVERNMENT FOR AN EFFECTIVE EMERGENCY RESPONSE CAPABILITY IN REGARDS TO THOSE HAZARDS MOST LIKELY TO AFFECT OUR CITY.

I AM PLEASED TO REPORT TO YOU CHAIRMAN DIXON, THAT WE HAVE MADE STRIDES IN SEVERAL MAJOR AREAS THAT HAVE HEIGHTENED OUR PREPAREDNESS CAPABILITY WHICH, COUPLED WITH THE REQUESTED FUNDING LEVEL FOR FY' 87, WILL PROVIDE ONGOING SUPPORT OF AN EMERGENCY RESPONSE INFRASTRUCTURE APPROPRIATE TO MEET THE EVER GROWING NEEDS OF THE DISTRICT OF COLUMBIA.

INCLUDED AMONG SIGNIFICANT ACCOMPLISHMENTS ARE:

1. DESIGNATION OF THE DIRECTOR OF OEP AS COORDINATOR FOR ALL MAJOR EMERGENCIES/SPECIAL EVENTS.

2. INSTALLATION OF THE CITIZENS' INFORMATION AND REFERRAL SYSTEM (CIRS)
THE NEW CITIZENS' INFORMATION AND REFERRAL SYSTEM ALSO KNOWN BY THE PHONE NUMBER, "8-DC-HELP", WAS INSTALLED ON DECEMBER 2, 1985. AT THE DIRECTION OF THE MAYOR, OEP DESIGNED THE SYSTEM TO HANDLE ALL CITIZENS' CALLS NOT REQUIRING THE EMERGENCY HELP OF FIRE, POLICE OR AMBULANCE VEHICLES, THUS FREEING THE 9-1-1 PHONE SYSTEM FOR RESPONSE TO THE CRITICAL NEEDS OF THE CITY. RECOGNIZING THAT THE 9-1-1 SYSTEM NOW RECEIVES OVER 1,000,000 CALLS PER YEAR, APPROXIMATELY 45% OF THESE CALLS ARE NONEMERGENCY CALLS WHICH WILL BE HANDLED BY THE NEW SYSTEM.

   OUR NEW SYSTEM WILL BEGIN FULL OPERATION, 24 HOURS A DAY, IN JUNE OF THIS YEAR, AT THE SAME TIME THAT THE ENHANCED 9-1-1 SYSTEM IS BROUGHT ON LINE. THIS WILL ENABLE 9-1-1 CALLS, DETERMINED NOT TO BE EMERGENCIES, TO AUTOMATICALLY TRANSFER TO "8 DC-HELP" FOR ACTION AND RESPONSE AND VICE VERSA.

   THE E 911 SYSTEM AND DC HELP WILL WORK IN CONJUNCTION TO RESPOND TO ALL CITIZEN REQUESTS FOR ASSISTANCE. IF THE E 911 SYSTEM RECEIVES A CALL THAT DOES NOT REQUIRE THE IMMEDIATE DISPATCH OF A POLICE, FIRE OR AMBULANCE VEHICLE, IT WILL TRANSFER THE CALL TO DC HELP FOR

PROCESSING. LIKEWISE, IF DC HELP RECEIVES A CALL THAT DOES REQUIRE THE IMMEDIATE DISPATCH OF A POLICE, FIRE OR AMBULANCE VEHICLE, IT WILL AUTOMATICALLY TRANSFER THE CALL TO E 911 FOR PROCESSING.

AS FAR AS WE CAN TELL, WE ARE THE ONLY CITY IN THE NATION THAT HAS COME UP WITH A VIABLE ALTERNATIVE NUMBER TO 911 FOR CITIZENS TO CALL IN SITUATIONS NOT REQUIRING THE SERVICES OF A POLICEMAN, FIREMAN OR AMBULANCE. OTHER JURISDICTIONS SIMPLY REFUSE TO RESPOND TO THE SITUATION IF IT IS NOT AN EMERGENCY, OR AS WAS DONE BY OUR POLICE DEPARTMENT, TIE UP THE 911 SYSTEM TRYING TO HANDLE THESE NON-EMERGENCY CALLS. IN THIS RESPECT THE DISTRICT WILL SERVE AS A MODEL FOR OTHER CITIES THROUGHT THE COUNTRY.

3. MAYOR'S EMERGENCY PREPAREDNESS POLICY COUNCIL (MEPPC)

THE MEPPC HAS EMBARKED ON A BROADER CONCEPT WITH WHICH TO FASHION THIS CITY'S EMERGENCY OPERATIONS PLAN (EOP) IN CONJUNCTION WITH THE INTEGRATED EMERGENCY MANAGEMENT SYSTEM (IEMS) ESPOUSED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). THIS DOCUMENT, WHEN COMPLETED, WILL DEFINE THE ROLE OF ALL ELEMENTS OF THE COMMUNITY BEFORE, DURING, AND AFTER AN EMERGENCY IN THE CITY.

FUND: GENERAL (100)
Name & Code

AGENCY: OFFICE OF EMERGENCY PREPAREDNESS (BN)
Name & Code

The Emergency Management Training Officer and Exercise Training Officer are certified by FEMA to instruct and train private and public-sector personnel with emergency responsibilities, develop test and exercise plan, and conduct exercises citywide based on disaster scenarios and recovery measures that will be addressed in the Emergency Operations Plan.

The Emergency Management Assistance Program (EMA) will provide public awareness activities to the community-at-large, which will include speeches, brochures, and reports to address emergency preparedness, basic emergency information and technical assistance where required. The Emergency Training Officer will work with EMA staff to plan and present the public awareness program.

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Citizen assistance calls	30,189	33,207	46,550	450,000
Communications and warning tests	2,700	2,750	2,800	2,920
Siren systems tests	12	12	12	12
Test and exercise activities	9	9	47	57
Test and exercise participants	...	619	3,000	3,700
Training activity participants	130	162	217	345
Plans reviewed and updated	14	27	27	27
Review, maintenance and deployment of radiation detection instruments	256	1,543	...	...
Response to hazardous materials incident or accidents	...	30	30	30

Nine key program measures provide the most accurate gauge of the agency's overall performance. These measures show the diverse activities undertaken by the agency.

Currently, 45 percent of the 911 calls are estimated to be nonemergencies. In FY 1987, these citizens' assistance calls will be handled by OEP Citizen's Information and Referral System's staff.

Warning and communications tests are conducted nationally and locally to routinely test equipment at least three times daily. These tests may also be conducted when malfunctions develop. Siren systems tests are also conducted regularly 12 times a year.

Test exercises, training activities and participants are anticipated to increase due to a minimum of 12 test exercises that are required by FEMA per year. Additional exercises are necessary due to the number of diverse emergency situations that may arise in connection with special events and citizens' demonstrations.

The emergency training coordinators will have a large impact on the frequency of review and update of the emergency operations plan due to the testing and evaluation process.

The Hazardous Materials Program personnel will respond to incidents and accidents of a biological, radiological, or chemical nature.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: GENERAL (100)
Name & Code

AGENCY: OFFICE OF EMERGENCY PREPAREDNESS (RN)
Name & Code

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Office of Emergency Preparedness	11	466	15	492	34	1,466	+19	+974	17	514					51	1,980
	TOTAL AGENCY	11	466	15	492	34	1,466	+19	+974	17	514					51	1,980
OBJECT CLASS DETAIL																	
11	Regular Pay		286		408		881		+473		...						881
12	Other Regular Pay		52		...		...		...		467						467
13	Additional Gross Pay		40		8		43		+ 35		...						43
14	Fringe Benefits		— 32		31		77		+ 46		46						123
	TOTAL PERSONAL SERVICES		410		447		1,001		+554		513						1,514
20	Supplies		10		10		30		+ 20		1						31
30a	Energy		...		...		...		...		...						...
30b	Communications		31		9		144		+135		...						144
30c	Building Rent		...		...		...		...		...						...
40	Other Services & Charges		1		26		291		+265		...						291
50	Subsidies & Transfers		...		...		...		...		...						...
60	Land & Buildings		...		...		...		...		...						...
70	Equipment & Equipment Rental		14		...		...		...		...						...
	TOTAL NONPERSONAL SERVICES		56		45		465		+420		1						466
	TOTAL AGENCY		466		492		1,466		+974		514						1,980
PERSONNEL SUMMARY																	
	Average CFT Employment		11		15		34		+ 19								34
	Average CFT Salary		26		27		26		- 1								26
	Average All Other Employment		...		...		...		...		17						17
	Total FTE Employment		11		15		34		+ 19		17						51
	Overtime & Other Pay FTE Employment		4		4		4		...		...						4
	Average FTE Salary		25		22		24		+ 2		27						25

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF EMERGENCY PREPAREDNESS (BN)

CONTROL CENTER: Name & Code OFFICE OF EMERGENCY PREPAREDNESS

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101		OFFICE OF EMERGENCY PREPAREDNESS														
		Transfers														
	1.1	Transfer-in of three positions from the Office of the Secretary														
		a. DS-11/07 Administrative Aide	11							+1	+32				+1	+32
		b. DS-08/08 Administrative Aide	11							+1	+25				+1	+25
		c. DS-06/08 Administrative Aide	11							+1	+20				+1	+20
		d. Fringe Benefits	14							...	+ 8				...	+ 8
	1.2	Transfer-in of one Position from the Office of Human Rights														
		a. DS-12/08 Administrative Aide	11							+1	+41				+1	+41
		b. Fringe Benefits	14							...	+ 3				...	+ 3
		Increases														
	2.0	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11										...	+17	...	+17
		b. Additonal Gross Pay	13										...	+ 2	...	+ 2
		c. Fringe Benefits	14										...	+ 2	...	+ 2
	3.0	Increase for within grades														
		a. Regular Pay	11										...	+ 5	...	+ 5
	4.0	Increase for communications	308		9								...	+70	...	+70
	5.0	Increase for Citizens' Information and Referral System Program														
		a. DS-11/01 Computer Specialist	11									12	+1	+28	+1	+28
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)
Name & Code

AGENCY: OFFICE OF EMERGENCY PREPAREDNESS (BN)
Name & Code

CONTROL CENTER: OFFICE OF EMERGENCY PREPAREDNESS (01)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. DS-09/01 Information Specialist	11									12	+3	+69	+3	+69
		c. DS-07/01 Information Specialist	11									12	+8	+152	+8	+152
		d. One DS-6 Clerk	11									12	+1	+17	+1	+17
		e. Additional Gross Pay	13									...	...	+33	...	+33
		f. Fringe Benefits	14									...	...	+27	...	+27
		g. Supplies	20									...	...	+20	...	+20
		h. Communications	30b									...	...	+65	...	+65
		i. Postage	40									...	...	+106	...	+106
		j. Computer equipment maintenance	40									...	...	+65	...	+65
		k. Computer consultant	40									...	...	+12	...	+12
		l. Computer training	40									...	...	+15	...	+15
	6.0	Increase for vehicle maintenance	40									...	...	+10	...	+10
	7.0	Increase for maintenance of two-radio system	40									...	...	+50	...	+50
	8.0	Increase for federal grants audits	40									...	...	+7	...	+7
	9.0	Increase for Hazardous Materials Program														
		a. DS-12/10 Radiological Protection Planner	11									12	+1	+43	+1	+43
		b. DS-09/01 Radiological Systems Technician	11									12	+1	+24	+1	+24
		c. Fringe Benefits	14									...	...	+6	...	+6
		Subtotal Responsibility Center 0101								[+4]	[+129]		[+15]	[+845]	[+19]	[+974]
		TOTAL CONTROL CENTER								+4	+129		+15	+845	+19	+974

[illegible] *See Schedule 4a.

THE DISASTROUS EVENTS ON JANUARY 13, 1983 WHICH INCLUDED THE AIR FLORIDA CRASH, METRO ACCIDENT, AND SEVERE SNOW STORM REQUIRED A MAXIMUM EFFORT BY CERTAIN DISTRICT GOVERNMENT AGENCIES, AS WELL AS AGENCIES FROM OTHER JURISDICTIONS, PRIVATE SECTOR ORGANIZATIONS, AND THE FEDERAL GOVERNMENT. SEVERAL PLANS OF OPERATION WERE PUT INTO EFFECT, AND YET, MANY LIVES WERE LOST. WHILE ADEQUATE PLANS WERE FOUND TO BE ON HAND IN EACH AGENCY, NO SINGLE PLAN CONTAINED POLICIES, PROCEDURES OF OPERATION, ASSIGNMENT OF RESPONSIBILITIES, NOR RESOURCES NECESSARY TO ADDRESS ALL THREE EMERGENCIES. WE LEARNED VERY QUICKLY THAT A LARGE SCALE DISASTER, OR EVEN A COMBINATION OF EMERGENCY SITUATIONS, SATURATES GOVERNMENT RESOURCES AND REQUIRES AGENCIES TO WORK EFFECTIVELY WITH EACH OTHER WITH THE PRIVATE SECTOR, WITH ADJOINING JURISDICTIONS, AND OFTEN TIMES WITH THE FEDERAL GOVERNMENT TO APPROPRIATELY COPE WITH AND RECOVER FROM SUCH DISASTERS. WE ALSO LEARNED THAT THERE ARE COMMONALITIES WITH EMERGENCIES - - COMMONALITIES WHICH CAN BE ADDRESSED IN ONE EMERGENCY PLAN. OFTEN TIMES, IN EMERGENCY SITUATIONS, INDEPENDENT PLANS AND RESOURCES EXIST. HOWEVER, IN FAR TOO MANY CASES IT IS THE LACK OF COORDINATED, INTEGRATED EMERGENCY MANAGEMENT THAT TURNS AN EVENT INTO A HELLISH NIGHTMARE OR A DISASTER.

IT IS THIS PROCESS THAT WE IN THE DISTRICT OF COLUMBIA ARE SEEKING TO CHANGE. WITH OUR WHEELS IN MOTION, WE HAVE COMPLETED THE DISTRICT GOVERNMENTS SECTION OF THE 3 PHASE DEVELOPMENT PLAN SPANNING THREE YEARS. IN FY' 86, WE ARE CURRENTLY ADDRESSING THE PRIVATE SECTOR AND WILL COMPLETE THE FEDERAL GOVERNMENT PHASE IN FY' 87.

THESE ARE BUT A FEW OF THE DEVELOPMENTS UNDERWAY IN OEP, CHAIRMAN DIXON; HOWEVER, I CITE THEM TO YOU TO SHOW THE CONTINUITY OF PROGRESS IN OEP FROM ONE FISCAL YEAR TO THE NEXT. OUR EFFORTS IN FY' 87 WILL BE TO EXPAND AND/OR MAKE OPERATIONAL EACH OF THESE ACTIVITIES WE HAVE OUTLINED.

OUR D.C. BUDGET REQUEST OF $1,466,000 FOR FY' 87 REPRESENTS AN INCREASE OF $974,000 AND NINETEEN (19) POSITIONS AND SUPPORTS THE REQUIREMENTS OF THIS AGENCY AS THE DESIGNATED COORDINATING AGENCY OF THE DISTRICT OF COLUMBIA GOVERNMENT FOR EMERGENCY OPERATIONS DURING ANY AUGMENTATION OR MOBILIZATION OF ALL OR A PART OF THE EMERGENCY RESPONSE CAPABILITY OF THE DISTRICT.

THE PROGRAM INCREASES REQUESTED IN THIS BUDGET INCLUDE:

1. INCREASES FOR THE CITIZENS' INFORMATION AND REFERRAL SYSTEM PROGRAM INCLUDING 16 POSITIONS OF WHICH 3 WILL BE BILINGUAL (SPANISH) EMPLOYEES TO PROVIDE BETTER ASSISTANCE TO THE GROWING SPANISH SPEAKING POPULATION.

2. INCREASES TO FUND TWO RADIOLOGICAL POSITIONS TO CONTINUE THE PEACETIME APPLICATION OF OEP'S HAZARDOUS MATERIALS PROGRAM. THIS PROGRAM WILL ENABLE THE CITY TO PLAN, MITIGATE, AND RESPOND TO ACCIDENTS OR INCIDENTS INVOLVING HAZARDOUS MATERIALS OF A BIOLOGICAL, CHEMICAL, OR RADIOLOGICAL NATURE.

   THE HAZARDOUS MATERIALS PROGRAM WAS FORMERLY FUNDED BY FEMA TO INCLUDE NUCLEAR ATTACK PLANNING UNDER THE RADIOLOGICAL PROTECTION PROGRAM. I HASTEN TO ADD THAT THIS AGENCY, UNDER MY LEADERSHIP, HAS NEVER PERFORMED NUCLEAR ATTACK PLANNING. THE VOTERS OF THE DISTRICT PASSED INITIATIVE NUMBER 10 (DC LAW 4-210) NUCLEAR WEAPONS FREEZE ACT OF 1982, WHICH DECLARED THAT THE PUBLIC POLICY OF THE DISTRICT IS TO AVOID FUTILE PREPARATION FOR NUCLEAR WAR. UNDER DIRECTIONS FROM THE MAYOR, I INFORMED FEMA FORMALLY OF THE DISTRICT'S POSITION WHICH AUTOMATICALLY RESULTED IN WITHDRAWAL OF FEDERAL FUNDS FOR THESE PLANNING POSITIONS.

3. INCREASES FOR VEHICLE MAINTENANCE COSTS, FEDERAL GRANT AUDIT COSTS, AND EQUAL EMPLOYMENT OPPORTUNITY SPECIALIST POSITION, PAY ADJUSTMENT, AND WITHIN-GRADES WILL PROVIDE NEEDED ADMINISTRATIVE SUPPORT IN AREAS THAT ARE CURRENTLY UNFUNDED.

WITH YOUR APPROVAL OF THIS MODEST BUDGET REQUEST, CHAIRMAN DIXON, OEP WILL BE ABLE TO EXECUTE ITS MISSION DURING FY'87 WHICH IS AS FOLLOWS:

1. PROVIDE ASSISTANCE TO THE MAYOR AND OTHER DISTRICT AND FEDERAL OFFICIALS IN CONDUCTING EMERGENCY OPERATIONS THAT ENSURES THE SAFETY OF THE COMMUNITY IN TIMES OF NATIONAL EMERGENCY, NATURAL DISASTERS OR LOCAL EMERGENCIES.

2. MAINTAIN THE 24-HOUR, 7-DAY-A-WEEK EXECUTIVE COMMAND AND COMMUNICATION CENTER (MAYOR'S COMMAND CENTER) THAT PROVIDES CONTINUOUS FLOW OF INFORMATION TO THE MAYOR AND OTHER KEY OFFICIALS ON SITUATIONS AND CONDITIONS IN THE CITY AND INCLUDES OUR NEW "8-DC-HELP" CITIZENS' INFORMATION AND REFERRAL SYSTEM THAT WILL ADDRESS CITIZENS' REQUESTS FOR GOVERNMENT SERVICES.

3. INSURE THE CONTINUITY OF GOVERNMENT IN THE EVENT OF DISASTER OR EMERGENCY THROUGH THE MAINTENANCE OF AN EMERGENCY OPERATING CENTER.

4. PROVIDE ASSISTANCE TO COMMUNITY ORGANIZATIONS AND CITIZENS IN EMERGENCY SITUATIONS.

5. SERVE AS THE SECRETARIAT AND THE CENTRAL COMMUNICATIONS COORDINATOR FOR THE MAYOR'S SPECIAL EVENTS TASK FORCE.

6. COORDINATE ESSENTIAL PUBLIC SERVICES DURING CRISES, LOCAL EMERGENCIES, LARGE DEMONSTRATIONS AND SPECIAL EVENTS.

7. DEVELOP CONTINGENCY PLANS TO INSURE MINIMUM IMPACT OF EMERGENCIES UPON THE OPERATIONS AND THE CITIZENS OF THE DISTRICT OF COLUMBIA.

IN SUMMARY, OUR FY 1987 BUDGET REQUEST CONSISTS OF THE FOLLOWING;

1. THIRTY-FOUR (34) FULL-TIME STAFF AND $1,466,000 IN DISTRICT APPROPRIATED FUNDS; AND
2. SEVENTEEN (17) FULL-TIME STAFF AND $514,000 IN FEDERAL FUNDS.

APPROVAL OF THIS FUNDING REQUEST WILL ENABLE THE OFFICE OF EMERGENCY PREPAREDNESS TO MAINTAIN ALL REQUIRED PROGRAMS AND PROVIDE FOR THE PROPER TRANSITION TO THOSE NEW PROGRAMS DESCRIBED EARLIER IN MY STATEMENT.

I WOULD BE PLEASED TO RESPOND TO ANY QUESTIONS YOU MIGHT HAVE AT THIS TIME.

ENHANCED 911 SYSTEM

Mr. **Dixon**. You used the term "Enhanced 911." I wonder if you would explain that again.

Mr. **Yeldell**. Yes, sir.

Enhanced 911 is the newest in the 911 emergency systems. Primarily what it does is it provides to the operator the address from which the phone call is being made, and the phone number itself instantly upon answering the 911 system. It also has installed, particularly within D.C. an automatic call distributor which makes sure that all calls are taken and queued as they come in.

One of the other features of the call distributors, which you might have been reading about in the paper lately, is that it has the additional capability if all the stations are being answered, of having a tape recorder to let the people know they have reached 911, rather than get a continuous ring or busy signal. I am sorry that there has been a lot of confusion about this in the general public.

In the District, we have 18 stations, and the 19th caller will get a busy or continuing ring, or we can play the tape recording. It does not replace a person at all. But it also has attached to it, sir, a tremendous management information system which allows us to know how many calls are waiting beyond the number of operators we have available and lets us know the time interval between the operator taking a call and concluding that call. It gives us a great deal of data that will allow us to see whether, in fact, the system design meets the needs of our public, or whether it needs to be expanded.

NUMBER OF OPERATORS ANSWERING 911 SYSTEM

Mr. **Dixon**. I don't want to interject myself into the controversy about the 911 system at all. But do you have 18 operators answering and does the Police Department also have 18 operators?

Mr. **Yeldell**. There are 18 positions in 18 actual locations, and the police will vary between 13 to 18 operators depending upon the time of day. The information to date indicates that the majority of the calls come between 3:00 p.m. and 11:00 p.m. Therefore, to actually staff E-911 with adequate numbers of personnel requires that number of operators.

Now, the 18 positions are about the largest in the country in terms of actual available positions.

Mr. **Dixon**. That sounds way off to me.

What is the population? 630,000 people?

Mr. **Yeldell**. Yes, sir.

Mr. **Dixon**. You are saying that during peak hours you are getting what——

Mr. **Yeldell**. I am saying we have actually 18 stations.

Mr. **Dixon**. How many calls?

First of all, is this 911 system under your jurisdiction?

Mr. **Yeldell**. No.

Mr. **Dixon**. It is under the Police jurisdiction?

Mr. **Yeldell**. Yes.

Mr. **Dixon**. Do you feel comfortable?

Mr. **Yeldell**. Yes, sir.

NUMBER OF CALLS IN A 24-HOUR PERIOD ON 911 SYSTEM

Mr. **Dixon**. In the 24-hour period from 7:00 a.m. to 7:00 a.m. the next morning, how many calls are made to the 911 number?

Mr. **Yeldell**. Roughly on the average day, maybe about 5,000.

Mr. **Dixon**. 5,000?

Mr. **Yeldell**. Yes.

Mr. **Dixon**. Out of a population of 630,000?

ESTABLISHMENT OF 8D.C. HELP SYSTEM

Mr. **Yeldell**. Yes, sir, Mr. Chairman. As I said before, really maybe one in two of those calls shouldn't even be there. People call 911 for almost anything. The reason they have done it in Washington is because our Police Department set up an elaborate referral system. If the call came on 911, they would try to help the person rather than putting them off the line. That is why the Mayor said we have to do something to get those calls out of the way, to get the full benefit of the enhanced 911. That is why we have developed D.C. Help.

Now, when a call comes in, if it is not an emergency it does not require us to dispatch a policeman, fireman, or ambulance. All they do is flip a switch, and we can take it off the 911 system to D.C. Help and provide the kind of system the Police Department provided, and some more.

Mr. **Dixon**. It would seem in one year the whole population has had, if not an emergency call, an inquiry about government service.

Mr. **Yeldell**. What happens——

Mr. **Dixon**. If you figure 35,000 calls a week, times——

Mr. **Yeldell**. Fifty-two.

Mr. **Dixon**. It averages more than one call per citizen every 5 months or so.

Mr. **Yeldell**. We say in a year's time roughly two calls per citizen are made to 911. We get 1.2 million calls a year on 911.

Mr. **Dixon**. We have to go vote. We will be right back.

[Recess.]

NUMBER OF YEARLY CALLS TO ENHANCED 911 SYSTEM

Mr. **Dixon**. The Committee will come to order. How many calls are you receiving on the 911 number?

Mr. **Yeldell**. Roughly a million. It is 1.2 million calls a year on 911, yes, sir.

Mr. **Dixon**. Which would be roughly an average of two calls per year for each person living in the District?

Mr. **Yeldell**. Yes. Except, Mr. Chairman, you realize during the day we get flooded with lots of people who use 911 who are nonresidents in terms of the workforce and in-transit population. So everybody knows 911 universally. So, I think that it is a large number of calls any way you look at it. But I think because of the transient nature of Washington and the great influx of people that come in——

Mr. **Dixon**. Visitors would call and maybe Federal employees?

Mr. **Yeldell**. Yes.

Mr. DIXON. But I doubt if they would be calling to find out about how they get their water turned back on. A visitor would be calling because they saw an incident on the street?

Mr. YELDELL. Yes, sir.

Mr. DIXON. A Federal employee probably wouldn't be calling about his water.

Mr. YELDELL. Unless he maybe owned property in the city, or things of that nature. We get calls on D.C. Help, Mr. Chairman, from non-residents.

NUMBER OF EMERGENCY CALLS TO ENHANCED 911 SYSTEM

Mr. DIXON. What percentage of those 1.2 million calls are emergencies?

Mr. YELDELL. Roughly a little over 50 percent are emergencies, as we define them. In other words, they require us to dispatch a policeman, ambulance, or fire truck. The others do not require that, but they may be emergencies in the sense that they may be suicidal; they may require a mental health team to go. By and large, people find that 911 is the easy way to reach government, and they use it; however, it doesn't mean they should use it.

911 SYSTEMS IN OTHER JURISDICTIONS

Mr. DIXON. Are other jurisdictions experiencing the same volume and kinds of calls as you are?

Mr. YELDELL. They are experiencing the same kinds of calls on 911, yes, sir. We visited other cities.

Mr. DIXON. In the same or similar volume?

Mr. YELDELL. Very similar volume. We just came back from Houston, which just installed an enhanced 911. They did not have any 911 system at all prior to that. Their percentage is pretty close to ours in the non-emergency calls. The difference is, in other cities they basically don't handle the call.

Now, until they installed enhanced 911, they would have no way of really handling that volume.

FEATURES OF ENHANCED 911 SYSTEM

Mr. DIXON. When you say "enhanced," you mean a recording coming on the line?

Mr. YELDELL. No, sir. That is just a simple feature in the call distributors. Enhanced 911 is the new version of the emergency phone system because in the old system it was electromagnetic in terms of construction. So, compared to the new systems of today and the new technology—and secondly——

Mr. DIXON. You are losing me.

Mr. YELDELL. Let me try it again.

Mr. DIXON. Let me ask it this way: What features does the Enhanced 911 system have that the current 911 system does not have?

Mr. YELDELL. It automatically provides the telephone number of the person calling. That is one thing.

Secondly, it tells you the location of that telephone number. Those are the two principal features of the Enhanced 911.

Mr. DIXON. No enhancement to the caller?

Mr. YELDELL. No enhancement to the caller. It means, sir, that if a child picks it up and calls, and is someone who can't give us additional information, we automatically know where that call came from and we can dispatch an investigator. That is the principal feature of it.

AUTOMATIC CALL DISTRIBUTOR

Now, attached to it you can also have what is called an automatic call distributor, which means that on some 911 systems you don't necessarily get your call taken in the order in which it was made. With the automatic call distribution, you are guaranteed that that will happen. So that if 50 people call, we take them in the order that they actually reach the system, 1 through 50.

With the automatic call feature, the other thing which is not part of the Enhanced 911 but exists in the District—

Mr. DIXON. How do you segregate the calls?

Mr. YELDELL. There is a call distributor that actually sets the calls in queue as they are made.

Mr. DIXON. Would that be based on some formula?

Mr. YELDELL. No. It is equipment tied to the telephone.

Mr. DIXON. What is the criteria the equipment uses?

Mr. YELDELL. It takes each call as it reaches a 911 circuit and queues that call so that it retains it in queue until it is actually answered by an operator.

Mr. DIXON. As I understood it, under the Enhanced 911 you can deviate from that pattern?

Mr. YELDELL. You don't deviate at queueing. What you can do, Mr. Chairman, is if you choose to use an option, when all of the callers are busy, all of the operators are busy, you now have the option of allowing that call to continue to ring, give it a busy signal, or then use your tape to say you have reached 911 and your call will be taken in turn.

Mr. DIXON. Now, I thought I understood you to say that under the Enhanced 911 there was a way to change the priority in which the calls are answered.

Mr. YELDELL. No.

Mr. DIXON. They are still answered in sequence?

Mr. YELDELL. Yes. And, in fact, this is the first opportunity we have had to assure that. We didn't have that capability without the Enhanced 911.

Mr. DIXON. It was just wherever the person came in?

Mr. YELDELL. That is right.

BENEFIT OF RECORDED RESPONSE

Mr. DIXON. Now, what is the benefit of having the recorded response?

Mr. YELDELL. Well, I guess, sir, it is a matter of preference——

Mr. DIXON. Please. I am not here to criticize or anything else. It may be a great idea. It may be a lousy idea.

What is the benefit?

Mr. YELDELL. The benefit is that if a person calls 911, and it so happens all the operators are busy, the system has the option of giving them a busy signal or letting it continue to ring, both of which have been widely criticized before. So, what was built into the system was the capability to say you have reached us, all of our operators are really busy, we are going to take your turn in the queue, as opposed to giving either a busy or continuous ring.

Mr. **Dixon**. So as to give some security to the caller that they have been acknowledged?

Mr. **Yeldell**. That is right.

Mr. **Dixon**. But the lines are tied up?

Mr. **Yeldell**. Actually reached 911, that is right; but all the operators are busy.

Mr. **Dixon**. Now, who implemented this?

Mr. **Yeldell**. It is part of our ring distributor system.

DECISION TO USE RECORDING ON 911 SYSTEM

Mr. **Dixon**. I mean, on whose orders? Did the Police Department decide to go to the recording?

Mr. **Yeldell**. No. The police decided to test it. That is what happened. We have installed Enhanced 911; we are running through our test to make sure it is letter perfect before we make it available to the general public.

We are running two parallel systems now. One of the features we tested was what reaction there would be to receiving a recording when you have reached an operator who is busy as opposed to letting it ring or give a busy signal. It was an attempt to say to the public—we thought it would suit the public—they know they did reach 911 because it says you have reached emergency 911 and your call will be taken in turn.

What has happened, Mr. Chairman, is that people have interpreted that as our trying to substitute a recording for a human being, and we are not doing that.

LACK OF PUBLICIZING 911 RECORDING

Mr. **Dixon**. But knowing people, and knowing newspapers, why wouldn't it have been better to have either put out a press release or have the appropriate person sit down and explain by way of letter or at Neighborhood Advisory Commission meetings and to the press that the city is about to embark on a new program, and the program is to enhance the present 911 emergency system. By doing this you would at least give the general public some security that they haven't dialed the wrong number; that their call will be taken in turn; that you are doing this because you have been bombarded with calls of which only 50 percent are emergencies; that you would like their cooperation in this experiment; and you would like to ask citizens not to call the 911 number.

Then, if the Post ran a story, you would have a positive story. But instead, the TV camera runs down and gets one man's opinion about all of this and a woman's opinion and it just makes for more confusion.

Mr. **Yeldell**. Well, quite frankly, Mr. Chairman, I think the Post reporter did not get the full facts of the story before it was written. I think if he had communicated with us——

Mr. **Dixon**. You were in the Army, weren't you?

Mr. **Yeldell**. Air Force, yes, sir.

Mr. **Dixon**. First you tell them what you are going to tell them. Then you tell them. Then you tell them what you told them. But all you did was tell them. You did no pre-prep and you did no after, except responding to their interpretation.

Not only the Post, but the story got a good 30-second clip on television.

Mr. **Yeldell**. I agree, Mr. Chairman, in hindsight that would have been better.

Mr. **Dixon**. But it is always in hindsight.

TESTING OF 911 SYSTEM RECORDING

Mr. **Yeldell**. Mr. Chairman, what happened is the Police Department felt they were doing a test of the system. Let me say to you, sir, on the night this article was written there were 1400-plus calls to the 911 system; 319 of those calls got the recording out of the 1400-plus calls. What the police was trying to do was test all their features and go through the process.

Now we, outside of the Police Department, did not know when or where they were going to do the testing and that is why I say in hindsight there may have been some other way to do it.

I think what happened, though, sir, was that in the communications area of the Police Department they decided to give it a try like they do everything else. They were testing all the capabilities of 911.

One of the real problems is that as soon as you announce Enhanced 911, every jurisdiction of the country gets flooded with extra calls. So we were trying to go through required tests without the burden of the extra calls.

REASONS FOR ENHANCED 911 SYSTEM

Mr. **Dixon**. Why did you announce the enhanced——

Mr. **Yeldell**. We didn't.

Mr. **Dixon**. Why would anybody announce it? It is no more benefit to the public.

Mr. **Yeldell**. It shows the response to the community's concern about the kinds of problems that have been generated by the old 911, inadequacy, the inability to have good management data, the inability to respond if you get disconnected, and even the inability to disconnect a caller.

If somebody calls 911 and wants to keep the line open, they can do it; however, on Enhanced 911 we can automatically disconnect them, but they could have done it on the previous 911 system.

So there are a lot of features, Mr. Chairman, that we were just trying to get into place and then be able, we thought around the first of June, to announce to the community that we do have the system installed and it is completely checked out.

In that process the taping was just one of the features that was being tested.

SYSTEM TO RELIEVE NON EMERGENCY 911 CALLS

Mr. DIXON. You indicated earlier that one of the problems with the other 50 percent of the calls in the past has been that the citizens are accustomed to getting a response from the Police Department. In other words, the Police Department has tried to provide the information to the caller?

Mr. YELDELL. Either provide them direct information or refer them to an agency to help them with their problem that they have made known to the police. They set up an elaborate referral manual. They did a great deal. The pattern in other jurisdictions is they will either tell you to hang up and call back on the administrative number or they will tell you this call should not be on 911 and disconnect it.

What we have been trying to do is blend the two. So my office was given the responsibility. Since we work directly with police and it could be an emergency, but not a police emergency, we were told to develop a parallel system so we could take any call like that off 911 immediately, thereby assuring an operator would be available to the next caller and still try to provide that kind of information.

Mr. DIXON. What do you do now?

Mr. YELDELL. In terms of DC-HELP?

8DC-HELP INTERFACING WITH ENHANCED 911 SYSTEM

Mr. DIXON. What if I call 911 and say my water was turned off when I got home today.

Mr. YELDELL. The operator will say you should call 8DC-HELP and they will transfer the call.

Mr. DIXON. Twenty-four hours a day?

Mr. YELDELL. Twenty-four hours a day. We are not 24 hours a day yet. We hope to be by the end of the month.

We have been working now on an eight to five schedule. We have made that known to the community both in English and Spanish. When we kick off the Enhanced 911 system, DC-HELP will go 24 hours also. So 24 hours a day if you call 911 and the call should not be on 911, it will be transferred to DC-HELP.

Mr. DIXON. Doesn't that encourage the callers to use 911?

I don't recall the number for DC-HELP, but know if I call 911——

Mr. YELDELL. Any time they call——

Mr. DIXON. I will get some help.

Mr. YELDELL. We think there has been such a pattern of this in terms of calling 911 that what we have tried to do, first of all, as I said, the operator will tell them you should not be calling 911 for this type of problem. They will automatically push a button and transfer it to 8DC-HELP. We know the call has come from 911. We will repeat the same information. You should not call 911 except for emergencies. Then we try to solve the problem.

Mr. DIXON. Joe, as I understand the 911, it is an effort by all jurisdictions to have a common number for emergencies and to get the shortest response time.

Mr. YELDELL. Yes, sir.

Mr. **Dixon**. Anything other than that defeats the purpose of 911 in my opinion.

Mr. **Yeldell**. That is correct.

Mr. **Dixon**. Now, I believe in providing constituent service, but you can't provide everything to everybody. It seems totally reasonable if I call 911 at ten o'clock at night because I can't remember the telephone number for water and power service or if there is a sewerage problem. But I believe the Enhanced 911 service is doing a disservice and I think the agency is doing a disservice by trying to give callers a little kiss and positive reinforcement when they dial 911 for non-emergency purposes. The line is supposed to be used for life threatening kinds of emergencies, police or fire or ambulance or some kind of disaster, not for ordinary service-type calls.

By giving the callers a little kiss, you encourage them, you reward them for bad conduct.

PURPOSE OF 8DC-HELP OR 911 ENHANCED SYSTEM

Mr. **Yeldell**. Except, Mr. Chairman, that has always been the purpose of 911, whether it is the Enhanced or the old 911 system.

Mr. **Dixon**. What is the purpose?

Mr. **Yeldell**. The purpose is life-saving. What we have experienced over the last five years is this tremendous number of non-emergency calls coming on 911. We went out with a notice to say you should not use it but people still use it.

Mr. **Dixon**. Then you reward them for using it because you then refer them to somebody.

Mr. **Yeldell**. What we are trying to do, Mr. Chairman, is get them off the 911. We are saying it is a reality, it is there. It is already there. We get the same number of calls on average; 45 to 50 percent of the 911 calls made over the past five to ten years have been non-emergency calls.

So recognizing that that situation is already there, what we are trying to do is say we are going to install Enhanced 911. Let's get all the benefits so let's weed non-emergency calls off 911. Do the education program at the same time and then hopefully we get a community then that starts using DC-HELP instead of 911.

Mr. **Dixon**. Is it DC-HELP?

Mr. **Yeldell**. DC-HELP.

Mr. **Dixon**. I can't argue with your theory. We will see, if there is a reduction in the number of calls, but I would be inclined to think if I called 911 and got some assistance, I wouldn't remember DC-HELP the next time. I would call 911.

ADVERTISING THE 8DC-HELP NUMBER

Mr. **Yeldell**. We are hoping and our operators are going to say to them when they transfer that call from 911, we are going to say you are on DC-HELP and we are going to take their problem. We are going to work with their problem and we are going to tell them in the future call DC-HELP.

Mr. **Dixon**. Lots of luck.

Mr. **Yeldell**. At the same time in the new telephone directory they have the 911 number listed, as emergency on the inside cover and they say non-emergency, 8DC-HELP. So it is a continuous campaign to try to get the entire community to understand there is an alternative to 911.

If you think it is an emergency and it really isn't, if you think it is something you need to get service on and it does not require the police, fireman or ambulance, 8DC-HELP will give you the same help you would have gotten on 911.

Mr. DIXON. I wish you a lot of luck with the program.

I can't argue with your philosophy. I just hope that the statistical data will show a decrease in 911 calls and a corresponding increase in the DC-HELP line calls.

Mr. YELDELL. Fortunately, we will have a management system attached to enhanced 911 that will show us that data as we go through.

BILINGUAL PERSONNEL TO ANSWER 8DC HELP

Mr. DIXON. Three of your new positions are for bilingual personnel?

Mr. YELDELL. Yes. That is to have at least one Spanish speaking person on each shift.

Mr. DIXON. You don't have any at the present time?

Mr. YELDELL. No, sir. We have two Spanish speaking people in our office, but they are not on the phone. We only run on an eight-hour shift right now. They are available if a Spanish call comes in.

STATISTICS TAKEN ON CALLS TO 8DC-HELP

Mr. DIXON. Can you tell from what segment of the community calls come from? Will the enhanced 911 system tell you?

Mr. YELDELL. Yes. It will give you a great deal of help in regards to that. Also, DC-HELP is compartmentalized.

We have in our DC-HELP system a tape from the Board of Elections so when we type in the address the computer automatically assigns the ward, precinct, ANC and even the single member district.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. The members who are absent may have some questions for the record and if so I would appreciate a written response. The Committee has a few questions we would like answered for the record.

[The Committee's questions and the Office's responses follow:]

OFFICE OF EMERGENCY PREPAREDNESS
SUGGESTED RESPONSE

1. A chart which appeared in GAO testimony on March 16, 1983, before the Subcommittee on Government Efficiency and the District of Columbia, Senate Committee on Governmental Affairs, on emergency preparedness in the Washington Metropolitan area showed that the District's emergency preparedness plan was with the printer. On page BN-3 you state that you began, in fiscal year 1985, a 3-year process to develop the District of Columbia's Emergency Operations Plan.

QUESTION

a. What was the District's rationale for redoing its Emergency Operations Plan?

ANSWER

a. The rationale for redoing the District's Emergency Operations Plan (EOP) was precipitated by FY 1984 Federal Emergency Management Agency (FEMA) guidance redirecting states to develop or update their EOP's to reflect the Integrated Emergency Management System (IEMS) concept dealing with all hazards as opposed to existing EOP's developed along functional lines.

QUESTION

b. What is the present status of this "new" Emergency Operations Plan?

ANSWER

b. At present one third of the "new" EOP has been completed. The finished product will contain a Basic Plan that sets forth the authority and concept of emergency operations and fourteen Hazard Specific Annexes. The annexes delineate the responsibilities of each District Government agency, Key Private Sector organizations and crucial Federal Government agencies in addressing each hazard. In FY 1985 planning efforts were focused on the District Government agencies. In FY 1986 planning efforts are being directed towards the Private Sector organizations. In FY 1987 planning efforts will be directed towards the Federal Government agencies.

QUESTION

c. Has development of this plan included requesting input from the surrounding jurisdictions?

ANSWER

c. No request for input from the surrounding jurisdictions have been made at this time. Standing individual District agencies such as Department of Public Works, Metropolitan Police Depratment, and Metropolitan Fire Department have emergency agreement plans with surrounding jurisdictional agencies which are being reviewed for consistency with the "new" EOP. Updating of the EOP will be a continual process which will reflect the impact of newly developed or updated agreements along metropolitan area lines.

QUESTION

d. If so, what type of input has been received or is anticipated?

ANSWER

d. Response included in 1c.

2. In conjunction with the above question, one performance measure is the review and updating of plans. The number of plans projected for review and update in FY 1987 is 27. The previous question indicates that there will be only one plan.

QUESTION

a. What plans are included in this review and update process?

ANSWER

a. The Office of Emergency Preparedness has in its repository over 120 contingency, emergency compact or procedural agreement plans dealing with the full range of emergency preparedness. These documents are published by the Military, District and Federal agencies as well as private organizations involved in emergency reponse in the District of Columbia and the surrounding area. Due to the fourteen identified hazards being addressed in the "new" EOP, twenty seven of the aforementioned documents have been selected for review in FY 1987 because of their pertinance to the areas of concentration and phase of EOP development.

QUESTION

b. If these are plans of individual agencies, how many agencies have such plans?

ANSWER

b. Most District and Federal agencies and Private organizations have existing emergency specific contingency plans. The exact number is unknown. However, none of these agencies have a coordinated comprehensive emergency response plan. This lack of coordinated emergency planning supports the rationale for the development of a "new" EOP and the current planning process which involves all segments of the city. It is the intent of the "new" EOP to be the single emergency response plan for the city.

QUESTION

c. Are the contents of these individual agencies' plans to be incorporated into the District's overall emergency operations plan?

ANSWER

c. Only the content of those plans that pertains to an agency's role in addressing a specific hazard as defined by that agency will be incorporated into the District's overall EOP.

3. You indicate on page BN-8 of your submission that 3 of the 13 positions requested for the Citizen's Information and Referral System Program will be filled by bilingual (Spanish) applicants. Review of other agencies' submissions shows that the Office of Latino Affairs will be providing positions and funding to support employment of Spanish-speaking personnel. (See pages FA-46, FB-27, and BQ-20 for examples.)

QUESTION

a. Have you considered using intra-District transfers from the Office of Latino Affairs to obtain the necessary Spanish-speaking personnel you plan to bring on in FY 1987?

ANSWER

a. The Office of Emergency Preparedness (OEP) had already committed to the hiring of bilingual personnel in its own budget prior to the city's decision to place funds in the Office of Latino Affairs. The Office of Latino Affairs request does not reflect OEP's budget request for bilingual personnel.

QUESTION

b. If this approach was considered, what are the reasons for it not being adopted?

ANSWER

b. Answer is in 3b.

4. In your Program Performance Data chart on page BN-4 you show a large increase in test and exercise activities in FY 1986 over FY 1985 and a somewhat smaller increase for FY 1987. You indicate that part of the increase is due to a minimum of 12 test exercises required by FEMA.

QUESTION

a. Provide a list of the types of tests conducted to date in FY 1986.

ANSWER

a. Twenty-five (25) have been conducted to date in FY 1986. The categories and number of exercises are listed as follows:

- Six (6) Functional Exercises - involved the testing of specific emergency functions (e.g. communication, direction, control and warning, law enforcement, fire, etc.) in a simulated emergency response situation.

- One (1) Table Top Exercise - involved the evaluation of a draft plan and standard operating procedures to resolve questions of coordination and assignment of responsibility in a simulated emergency situation.

- Five (5) Orientation Exercises - involved the discussion of basic emergency information and standard operating procedures.

- Thirteen (13) Full Scale Exercises/Actual Occurrences - involved annual and spontaneous special events/demonstrations, which were coordinated by DC/OEP through the Mayor's Special Events Task Group. Specific plans of operations were developed and/or the ECC augmented for these events.

QUESTION

b. Did any of these tests involve participation of emergency units from other jurisdictions?

ANSWER

b. These fullscale, functional, tabletop and orientation exercises did not involve physical participation of emergency units from other jurisdictions. However, some scenarios provided for the simulation of the notification procedure with other jurisdictions.

QUESTION

c. Do other jurisdictions request participation of District emergency units in their testing?

ANSWER

c. Yes.

QUESTION

d. Does FEMA specify what type of test exercises should be conducted or is that left to the discretion of the District?

ANSWER

d. Yes. FEMA provides guidance on the type and number of exercises to be conducted by the District. However, the District is afforded the option to incorporate hazard specific scenarios in the line with the District's Hazard Identification Capability Assessment.

QUESTION

e. What accounted for the significant increase in test activities from FY 1985 to FY 1986 (from 9 to 47)?

ANSWER

e. It was not until FY 1986 that FEMA recognized the emergency operational value of OEP's participation in special events; and therefore considered them to be full scale exercises. Historically 50-60 special events occur within the District of Columbia annually which meet the criterium.

5. You state on page BN-3 of the jurisdictions that the new 2-way radio system will become operational in FY 1987.

QUESTION

a. For the record, list the District agencies that will be tied into the system, the non-District agencies that will be tied into the system, and which key officials will be assigned a designated channel?

ANSWER

a. The District agencies that will be tied into the new 2-way radio system are:

Department of Public Works
Department of Consumer and Regulatory Affairs
Department of Human Services
Department of Administrative Services

The non-District agencies that will be tied into the system are:

D.C. National Guard
American Red Cross
Civil Air Patrol

The key officials that will be serviced on an executive channel are:

Mayor
City Administrator/Deputy Mayor for Operations
Deputy Mayor for Economic Development
Police Chief
Fire Chief
Director, Office of Emergency Preparedness

b. Is the system compatible with the surrounding jurisdictions?

ANSWER

b. The system is not compatible with the surrounding jurisdictions. The other jurisdictions have not installed the 800 MHz trunking system. However, our jurisdictional links in the Metropolitan Area, Police Mutual Aid Radio System, and the Washington Area Warning System which are manned by Police, Fire and OEP personnel.

Mr. Dixon. Other than that, I have no problems with your budget. I wish you a lot of success. I think you have taken some hard knocks in the newspaper and on the television that you could have probably avoided.

Thank you.

Mr. Yeldell. Thank you, Mr. Chairman.

COMMISSION ON JUDICIAL DISABILITIES AND TENURE

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code COMMISSION ON JUDICIAL DISABILITIES AND TENURE (DQ)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	1	86	1	114	2	111	2	116	...	+5
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	1	86	1	114	2	111	2	116	...	+5
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	1	86	1	114	2	111	2	116	...	+5
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	1		1		2		2		...	
	Average CFT Salary	30		34		23		30		+2	
	Average All Other Employment	7		7		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	2		2		2		2		...	
	Overtime & Other Pay — Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	25		37		28		30		+2	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The District of Columbia Commission on Judicial Disabilities and Tenure has jurisdiction over all active and retired judges of the District of Columbia courts; i.e. the Superior Court of the District of Columbia and the District of Columbia Court of Appeals in four specific areas: (1) a judge's conduct warranting disciplinary action; (2) involuntary retirement of a judge for reasons of health; (3) evaluation of a judge at the end of his or her term who seeks reappointment; and (4) review of a retiring judge who wishes to continue performing judicial duties as a senior judge.

The commission reviews and acts on all complaints concerning the misconduct of judges. If the commission decides that a complaint falls within its jurisdiction, it may order an investigation, which may lead to dismissal of the complaint or appropriate disciplinary action against a judge.

The commission has the authority to remove a judge of a District of Columbia court for willful misconduct in office, willful and persistent failure to perform judicial duties, or any other conduct harmful to the administration of justice or which brings the judicial office into disrepute. The commission also has the authority to retire involuntarily a judge of a District of Columbia court if the commission decides that a judge suffers from a mental or physical disability which is, or is likely to become permanent, and which prevents or seriously interferes with the proper performance of judicial duties. In addition to the power of removal, the commission may censure or reprimand a judge publicly or privately.

In addition to its disciplinary function, the commission determines whether a sitting judge, whose term is expiring and who seeks a new term, is to be reappointed. The Home Rule Act requires that the commission file with the President a written evaluation of the judicial candidate's performance and fitness for reappointment to another term.

The commission also reviews retiring judges who wish to continue performing judicial duties as senior judges. The Retired Judge Service Act requires the commission to file with the appropriate Chief Judge a written report on its recommendations and findings concerning a retired judge's ability to

*For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

FUND: GENERAL (100)

AGENCY: COMMISSION ON JUDICIAL DISABILITIES AND TENURE (DQ)

perform judicial duties and whether the judge should be appointed a senior judge. The act also requires the commission to review and reappoint senior judges every two years.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $116,000 and two continuing full-time positions, an increase from FY 1986 of $5,000 and no change in continuing full-time positions.

The personal services request is $67,000, an increase of $5,000 and no change in full-time equivalent employees. The increase is requested to provide $2,000 for pay adjustments, $2,000 for within grades, and $1,000 for fringe benefits for the two continuing full-time positions.

The request for nonpersonal services is $49,000, no change from FY 1986. Of this amount $1,000 is for supplies, $1,000 is for communication costs, $46,000 is for legal and investigative services, commission members' compensation, court reporting services, postage, printing, and travel, and $1,000 is for equipment rental.

PROGRAM IMPACTS

The commission anticipates that its budget request for FY 1987 will be adequate for its needs. The commission's workload in FY 1987 will increase, but the funding request should be sufficient for it to perform its statutory duties and responsibilities.

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Complaints received and acted on	56	29	30	30
Judicial misconduct investigations	3	10	10	10
Reappointment proceedings	0	3	0	4
Reviews of retired judges	0	4	11	14
Meetings with Superior Court Liaison Committee	0	2	2	2
Commission meetings	11	14	11	15

The commission receives an average of 30 complaints each fiscal year. In FY 1984, the commission received 56 complaints, but the majority of those complaints concerned one matter. Approximately 10 misconduct investigations will be conducted in FY 1987. In addition, the commission will evaluate for reappointment 4 judges whose terms expire during the fiscal year, and will review and recertify 14 retired judges. The commission anticipates that it will meet 15 times and will meet with the Superior Court Liaison Committee twice during the fiscal year to discuss matters of mutual concern. There will be an increase in the commission's workload in FY 1987, over that in FY 1986, due to the reappointment proceedings that will be conducted for the 4 eligible judges.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code COMMISSION ON JUDICIAL DISABILITIES AND TENURE (DQ)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Commission on Judicial Disabilities and Tenure	1	114	2	111	2	116	...	+5							2	116
	TOTAL AGENCY	1	114	2	111	2	116	...	+5							2	116
OBJECT CLASS DETAIL 11	Regular Pay		34		55		59		+4								59
12	Other Regular Pay		37		...		...		...								...
13	Additional Gross Pay		1		...		...		...								...
14	Fringe Benefits		7		7		8		+1								8
	TOTAL PERSONAL SERVICES		79		62		67		+5								67
20	Supplies		1		1		1		...								1
30a	Energy		...		...		...		...								...
30b	Communications		2		1		1		...								1
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		26		46		46		...								46
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		6		1		1		...								1
	TOTAL NONPERSONAL SERVICES		35		49		49		...								49
	TOTAL AGENCY		114		111		116		+5								116
PERSONNEL SUMMARY	Average CFT Employment		1		2		2		...	▨	▨	▨	▨	▨	▨		2
	Average CFT Salary		34		28		30		+2	▨	▨	▨	▨	▨	▨		30
	Average All Other Employment		1		...		...		...								...
	Total FTE Employment		2		2		2		...								2
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		37		28		30		+2								30

Statement of Bette L. Catoe, M.D.
Chairperson
Commission on Judicial Disabilities and Tenure
May 9, 1986

Mr. Chairperson:

Thank you for this opportunity to submit a statement in support of the fiscal year 1987 budget request for the District of Columbia Commission on Judicial Disabilities and Tenure.

The Commission's jurisdiction embraces four areas: (1) A judge's conduct warranting disciplinary action. (2) Involuntary retirement of a judge for reasons of health. (3) Evaluation of a judge at the end of his term upon his seeking reappointment. (4) Review of a retiring judge who wishes to continue performing judicial duties as a senior judge.

The Commission has the authority to remove a judge of a District of Columbia court for willful misconduct in office, for willful and persistent failure to perform judicial duties, and for conduct prejudicial to the administration of justice or which brings the judicial office into disrepute. The Commission also has the authority to retire involuntarily a judge of a District of Columbia court if the Commission determines that the judge suffers from a mental or physical disability which is or is likely to become permanent and which prevents, or seriously interferes with, the proper performance of his judicial duties. In addition, the Commission may, under appropriate circumstances, censure or reprimand a judge publicly or privately.

The Commission reviews complaints concerning the misconduct of judges. The Commission takes no action on complaints which (a) are frivolous on their face, (b) are not within its jurisdiction, or which (c) even if true, do not allege matters which would constitute grounds for removal. All of the Commission's disciplinary proceedings and investigations are confidential. Under certain circumstances, however, a decision or action by the Commission may be made public.

In addition to its disciplinary function the Commission has the responsibility to determine whether or not a sitting judge whose term is expiring and who seeks a new term is to be reappointed. The "Home Rule Act" requires that the Commission file with the President a written evaluation of the judicial candidate's performance during his term of office and his fitness for reappointment to another term. In its evaluation the Commission is required to place the judge in one of four categories. If the Commission evaluates a sitting judge, as "exceptionally well qualified" or "well qualified" the judge is automatically reappointed for a new term of fifteen years. If the Commission evaluates the judge as "qualified" the President may, if he chooses, renominate him subject to Senate confirmation; if the Commission evaluates the judge as "unqualified," the judge is ineligible for reappointment.

The Commission also has the responsibility of reviewing and recommending a judge who wishes to be appointed a senior judge and continue his judicial service subsequent to retirement. The Retired Judge Service Act requires the Commission to submit a written report of its findings and make a favorable or unfavorable recommendation concerning a judge's fitness and qualifications to serve as a senior judge. The Commission's report is submitted to the appropriate chief judge and the judge requesting a recommendation, and the recommendation of the Commission is final. If the Commission makes a favorable recommendation, the chief judge then determines if the judge is to be appointed a senior judge. The chief judge must notify the Commission and the judge of the decision within thirty days after receipt of the Commission's recommendation and findings, and the decision of the chief judge is final. If the Commission makes an unfavorable recommendation the requesting judge is ineligible for appointment. A senior judge must be recommended and appointed every two years.

In fiscal year 1985 the Commission's workload increased dramatically due to the added responsibility of reviewing retired judges. The major portion of the Commission's activity during fiscal year 1985 concerned the evaluations and reappointments of three judges of the Superior Court, and the reviews of fourteen retired judges of the Superior Court and the Court of Appeals who requested recommendations for appointments as senior judges. In addition, the Commission received twenty-nine complaints in fiscal year 1985. It investigated ten of the complaints and took no action on nineteen.

In fiscal year 1987, four judges of the Superior Court will be eligible for reappointment, and fourteen senior judges will be eligible for recertification. The Commission also anticipates receiving approximately thirty complaints. As a result, the Commission's workload will increase slightly over that in fiscal year 1985.

The budget request of the Commission for fiscal year 1987 is $116,000. This amount represents an increase of $5,000 from the FY 1986 level, with no increase in authorized positions. The request includes two continuing full-time positions, both of which are currently occupied. The increase requested will cover annualization and within grade costs for the two full-time positions. With an anticipated workload as described above, funds will not be available in other object codes to reprogram to Personnel Services to cover these salary costs.

The Commission requests your Committee's favorable consideration and approval of its fiscal year 1987 budget.

Tuesday, May 13, 1986.

D.C. LAW REVISION COMMISSION

WITNESSES

TOGO D. WEST, JR., CHAIRMAN
EDWIN J. LASNER, GENERAL COUNSEL
KAY COCHRAN, ADMINISTRATIVE OFFICER

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code COMMISSION ON JUDICIAL DISABILITIES AND TENURE (DQ)

CONTROL CENTER: Name & Code COMMISSION ON JUDICIAL DISABILITIES AND TENURE (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible] Funding	CFT Pos	Amount	CFT Pos	Amount
0101		COMMISSION ON JUDICIAL DISABILITIES AND TENURE														
		Increases														
	1.0	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...								...	+2	...	+2
	2.0	Increase for FY 1987 within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
	3.0	Increase for Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 0101											...	[+5]	...	[+5]
		TOTAL CONTROL CENTER											...	+5	...	+5

[illegible]

PAGE DQ-8

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code JUDICIAL NOMINATION COMMISSION (DV)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	23	...	35	...	37	...	37	...	...
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	23	...	35	...	37	...	37	...	...
	Intra-District Sales	...	25	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	...	48	...	35	...	37	...	37	...	...
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Judicial Nomination Commission was established on January 2, 1975 by the District of Columbia Self-Government and Governmental Reorganization Act, Public Law 93-198. The commission is composed of seven members: two are appointed by the Mayor, two by the Board of Governors of the unified District of Columbia Bar, one by the District Council, one by the President of the United States, and one judicial member by the chief judge of the U.S. District Court for the District of Columbia. All members of the commission, with the exception of the judicial member, are compensated for the time spent on the commission. The commission selects and recommends nominees to fill judicial vacancies in the D.C. Court of Appeals and the Superior Court. The President of the United States selects nominees from lists prepared by the commission and submits the names to the Senate for confirmation.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated request is $37,000 and no increase in continuing full-time employees, with no change from FY 1986.

The request for nonpersonal services is $37,000, with no change from FY 1986. All expenditures for the commission will be for Other Services and Charges.

PROGRAM IMPACTS

The requested FY 1987 funding level will allow the commission to maintain contact with various bar associations and individuals in an ongoing effort to maintain lists of qualified individuals who may be interested in seeking a judicial appointment.

OBII/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code JUDICIAL NOMINATION COMMISSION (DV)

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Judicial nominees investigated	40	16	16	30
Judicial vacancies filled	10	6	6	8
Investigation costs	$28,000	$12,000	$13,500	$20,000

Congress authorized seven additional judges in 1984 and that accounts for the increase in vacancies for that year. The commission expects to increase the number of investigations because the commission's applicant pool has decreased.

The commission submits three names to the President for each judicial vacancy within 30 days of the creation of the vacancy. This frequently requires that the commission post notice of the vacancy and decide what candidates to investigate. Then the commission interviews and selects persons to be recommended and transmits the names to the White House--all within a relatively short period of time. The commission has met the deadline in each instance.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: JUDICIAL NOMINATION COMMISSION (DV)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Judicial Nomination Commission	...	35	...	37	...	37	...	...							...	37
	TOTAL AGENCY	...	35	...	37	...	37	...	...							...	37
11	Regular Pay		...		...		...		...								...
12	Other Regular Pay		18		...		...		...								...
13	Additional Gross Pay		...		...		...		...								...
14	Fringe Benefits		...		...		...		...								...
	TOTAL PERSONAL SERVICES		18		...		...		...								...
20	Supplies		...		...		...		...								...
30a	Energy		...		...		...		...								...
30b	Communications		...		...		...		...								...
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		17		37		37		...								37
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		...		...		...		...								...
	TOTAL NONPERSONAL SERVICES		17		37		37		...								37
	TOTAL AGENCY		35		37		37		...								37
	Average CFT Employment									▨	▨	▨	▨	▨	▨		
	Average CFT Salary									▨	▨	▨	▨	▨	▨		
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OBJECT CLASS DETAIL

PERSONNEL SUMMARY

BUDGET REQUEST OF D.C. LAW REVISION COMMISSION

Mr. Dixon. Next we have the D.C. Law Revision Commission.

We have with us Mr. Togo D. West, Jr., Chairman of the District of Columbia Law Revision Commission; and Mr. Edwin J. Lasner, the General Counsel.

The Commission is requesting $220,000 and three positions for fiscal year 1987, a net decrease of $266,000 and five positions below the fiscal year 1986 appropriation level. Since it is the end of the day, I would be pleased to accept your written statement for the record.

Over a period of years we have asked questions about how long the Commission would last. Their fiscal year 1987 budget reflects a 55 percent decrease and five positions below your fiscal year 1986 appropriation level. I would ask Mr. Miconi why this agency is before us.

Mr. Miconi. Because there is a significant change in their budget, sir, a 55 percent decrease in dollars and a 62 percent decrease in positions, and I thought you might want to ask why.

Mr. Dixon. I assume a lot of their work has been completed and they are finding less need for staff and money at the present time.

Mr. Miconi feels that probably isn't a correct statement. So he is correct.

Mr. West if you have some comments or an overview statement you would like to make, I would be pleased to receive your oral testimony at this time.

OPENING STATEMENT OF CHAIRMAN OF D.C. LAW REVISION

Mr. West. Mr. Chairman, it is a pleasure to appear before this committee and accepting the signals that have just emanated from the Chair——

Mr. Dixon. It is in no way to cut you off. I was wrong because I would just assume the work is being accomplished and so you need less staff and less money. But that is not the case?

Mr. West. That is not the case.

REDUCTION MADE BY CITY COUNCIL

Mr. Dixon. You have been cut by the Administration?

Mr. West. By the Council.

Mr. Dixon. By the Council. Do you want to make some justification for restoring the reduction?

Mr. West. We are not raising it. We are prepared to live with the Council's action. We will continue to do what we have to do with the resources we have. It is going to cause us to take some of the ambition out of some projects we have prepared for this year, but we will do the best we can with what we have.

The Commission has operated with a staff of eight full time and with volunteers of 17. That is all the commissioners. We expect the commissioners, the volunteers, will take on more of the work over the next year and will see if we are able to accomplish as much as we hope to with the reduced resources.

So we are not here appealing at all, Mr. Chairman.

Mr. Dixon. I understand. And Mr. Miconi tells me that the money they saved by reducing your budget more than likely went to the public school system. I suppose it would be hard to identify the dollars.

Mr. West. I have no idea.

Mr. Dixon. With those comments, Mr. West, I don't have any questions or any problems with the budget.

Mr. West. Thank you, Mr. Chairman.

PREPARED STATEMENT OF CHAIRMAN OF D.C. LAW REVISION COMMISSION

[The statement of Mr. West follows:]

STATEMENT OF
TOGO D. WEST, JR.
CHAIRMAN
DISTRICT OF COLUMBIA LAW REVISION COMMISSION
BEFORE THE
SUBCOMMITTEE ON THE DISTRICT OF COLUMBIA
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES
ON THE
FISCAL YEAR 1987 BUDGET REQUEST
FOR THE
DISTRICT OF COLUMBIA LAW REVISION COMMISSION

May 13, 1986

Mr. Chairman:

Thank you for this opportunity to testify concerning the fiscal year 1987 budget request for the District of Columbia Law Revision Commission.

The primary responsibility of the Law Revision Commission is to examine the laws of the District on a comprehensive basis and to recommend changes and reforms in order to remedy defects and anachronisms and to bring the law into harmony with modern conditions. Many states have established similar bodies and have found them to be an efficient means to keep the laws of the states up to date. As the Committee is well aware, the need for law revision in the District is great. The D.C. Code has not been comprehensively revised since the turn of the century, and even the 1901 revision carried forward many ancient laws without change. In many areas of the civil, criminal, and administrative law, the Code fails to take into account important changes and trends which have been recognized in state recodifications nationwide. In addition, numerous piecemeal amendments have rendered the Code disorganized and inaccessible to most people. The Commission, with 17 members representing a broad spectrum of the community, supported by an experienced legal staff, is ideally constituted to carry out this difficult task.

The Commission conducts its initial deliberations through three Task Forces, composed of Commission members, on Civil Law, Administrative Law, and Criminal Law. The Task Forces examine the areas of law in need of revision and develop proposals for consideration by the full Commission. Initial proposals are drafted after outreach to interested groups and persons in the community, examination of the laws of other states and model laws, meetings with representatives of affected groups, and consideration of their written comments. After painstaking review by the full Commission, the proposals are finalized, printed, and transmitted to the Council in legislative form.

The following is a brief overview of the work of the Commission and its Task Forces during the past fiscal year and the Commission's plans for the coming year:

ADMINISTRATIVE LAW

The Administrative Law Task Force recently completed a revision of the D.C. Administrative Procedure Manual, a 400-page work that explains the D.C. Administrative Procedure Act, Freedom of Information Act, and Documents Act, for use by District agency personnel and the public.

In addition, the Task Force is continuing its development of proposals for revision of the District's insurance laws, most of which are over a half of a century old. Three of the Commission's insurance recommendations are currently before the Council: the Insurance Agents and Brokers Licensing Revision Act (Bill 6-29), which establishes the standards and procedures for licensure and discipline of insurance agents and brokers; the Unfair and Deceptive Insurance Practices Act (Bill 6-32), which prohibits certain conduct by agents, brokers, and insurance companies, such as policy misrepresentations, discrimination, and unfair claims settlement practices; and the Surplus Lines Insurance and Nonadmitted Insurers Act (Bill 6-31), which regulates the placement of special insurance risks with companies not licensed in the District. A hearing has been held on Bill 6-32, and hearings are scheduled on Bills 6-29 and 6-31 before the Council's Committee on Consumer and Regulatory Affairs.

The Task Force's review of the District of Columbia's insurance laws includes a current project: the drafting of a proposed Group Health Insurance Act. The District's laws in this area are significantly less up-to-date than those of most states.

After completing the proposed Group Health Insurance Act, the Task Force intends to undertake a comprehensive study of all of the due-process hearings in District

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. LAW REVISION COMMISSION (DW)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	8	493	6	486	8	486	3	220	-5	-266
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	8	493	8	486	8	486	3	220	-5	-266
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	8	493	8	486	...	486	3	220	-5	-266
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	8		8		8		3		-5	
	Average CFT Salary	42		41		43		36		-7	
	Average All Other Employment	...		...		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	8		8		8		3		-5	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	42		41		43		36		-7	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The D.C. Law Revision Commission was established to examine the laws of the District of Columbia on a comprehensive basis and to recommend changes and reforms to correct defects and anachronisms and to bring the laws of the District into harmony with modern conditions (D.C. Code §§ 49-401 to 49-405). The commission also studies the legislative and rule-making methods, practices, and procedures used by the District government and makes recommendations for modernization.

The commission has devoted its energies to modernizing both laws affecting the ordinary citizens, such as criminal laws and laws relating to health and environment, and laws that are crucial to the economic development of the District, such as insurance and real property laws.

The commission is composed of 17 members appointed by the President, the Chairman of the House District Committee, the Chairman of the Senate Committee on Governmental Operations, the Mayor, the Council, the Joint Committee on Judicial Administration, the D.C. Bar, the Corporation Counsel and the Public Defender. The commission is divided into three task forces on administrative law, civil law, and criminal law, which review the laws and develop revisions based on staff research, information from other governmental agencies, learned bodies, the legal community, and the public. The full commission considers task force proposals and adopts formal recommendations, which are transmitted to the Council.

OBII/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

FUND: GENERAL (100)
AGENCY: D.C. LAW REVISION COMMISSION (DW)

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $220,000 and 3 continuing full-time positions, a reduction from FY 1986 of $266,000, and 5 continuing full-time positions.

The personal services request is $120,000, a reduction of $256,000 and 5 positions. This represents reductions of $232,000 for Regular Pay and $24,000 for Fringe Benefits.

The nonpersonal services request is $100,000, a reduction of $10,000. This request covers increases of $1,000 for payment of commissioners' stipends and $7,000 to meet contractural rental obligations, as well as reductions of $4,000 in supplies and $14,000 in Equipment & Equipment Rental.

PROGRAM IMPACTS

The FY 1987 budget request will require some restructuring of the Commission's programs and ongoing projects.

PROGRAM PERFORMANCE DATA

MEASURES	FY1984	FY1985	FY1986	FY1987
Administrative Law Projects:				
Initiated	3	2	2	1
Completed	3	1	1	2
Civil Law Projects:				
Initiated	1	2	2	1
Continued	1	0	0	0
Completed	1	1	3	1
Criminal Law Projects:				
Initiated	1	0	2	1
Continued	1	1	0	0
Completed	0	1	2	1

The work of each task force is summarized as follows:

The Administrative Law Task Force completed three recommendations in the area of insurance law which are currently pending before the Council, the Insurance Agents and Brokers Licensing Revision Act, Bill 6-29, the Unfair and Deceptive Insurance Practices Act, Bill 6-32, and the Surplus Lines Insurance and Nonadmitted Insurers Act, Bill 6-31. It recently completed a 400-page revision of the D.C. Administrative Procedure Manual to fulfill its statutory responsibility to produce a manual for the guidance of the administrative agencies of the District Government. It is currently considering a Group Health Insurance Act and, pursuant to a request from the Executive Branch, has undertaken an examination of the due process hearings of all administrative agencies to determine whether the hearing examiner function can be consolidated for all, or most, agencies in the District government.

The Civil Law Task Force completed the Health Occupations Revision Act, a comprehensive revision of the District's health occupation laws. It was introduced as Bill 6-30. In the fall of 1985, hearings were held on this bill and the similarly titled Bill 6-317, most of which repeats language in Bill 6-30. Bill 6-317 was passed by the Council on first reading on December 17, 1986 The Task Force then commenced the revision of the antiquated real property laws of the District. The first project, the Conveyancing Revision Act, was introduced as Bill 6-310 . Hearings were held before the Judiciary Committee on December 4, 1985. The Task Force is continuing the revision of the laws by drafting a law on foreclosure and will commence revising laws relating to waste, deeds of trust, and commercial leasing.

The Criminal Law Task Force completed a comprehensive consolidation of the offenses in the District of Columbia Code and regulations relating to theft, taking property without right, fraud, perjury, false swearing, false statements, obstruction of justice, tampering with physical evidence, entitled the Theft and White Collar Crimes Consolidation Act. The recommendation was introduced as Bill 6-292, and hearings were held before the Council Judiciary Committee on November 20, 1985. It was reported out of Committee on December 18, 1985. Currently, the Task Force is revising the laws relating to riot and disorderly conduct and is researching the areas of speedy trial and juvenile justice.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C.LAW REVISION COMMISSION (DW)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Law Revision Commission	8	486	8	486	3	220	-5	-266							3	220
	TOTAL AGENCY	8	486	8	486	3	220	-5	-266							3	220
OBJECT CLASS DETAIL																	
11	Regular Pay		327		342		110		-232								110
12	Other Regular Pay		12		...		...		...								...
13	Additional Gross Pay		10		...		...		...								...
14	Fringe Benefits		32		34		10		-24								10
	TOTAL PERSONAL SERVICES		381		376		120		-256								110
20	Supplies		9		11		7		-4								7
30a	Energy		...		...		...		...								...
30b	Communications		8		5		5		...								5
30c	Building Rent		49		48		55		+7								55
40	Other Services & Charges		15		22		23		+1								23
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		24		24		10		-14								10
	TOTAL NONPERSONAL SERVICES		105		110		100		-10								100
	TOTAL AGENCY		486		486		220		-266								220
PERSONNEL SUMMARY																	
	Average CFT Employment		8		8		3		-5								3
	Average CFT Salary		41		43		37		-6								37
	Average All Other Employment		...		...		...		...								...
	Total FTE Employment		8		8		3		-5								3
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		41		43		37		-6								37

OB11/85.1

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: GENERAL (100)
Name & Code

AGENCY: D.C. LAW REVISION COMMISSION (DW)
Name & Code

CONTROL CENTER: LAW REVISION COMMISSION (01)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101		LAW REVISION COMMISSION														
		Base Reductions														
	1.0	Reduction for Regular Pay	11	8	342	-5	-232								-5	-232
	2.0	Reduction for Fringe Benefits	14	...	34	...	-24								...	-24
	3.0	Reduction for office supplies	20	...	11	...	-4								...	-4
	4.0	Reduction for computer equipment and library books	70	...	24	...	-14								...	-14
		Increases														
	5.0	Increase for rental space	30	...	48								...	+7	...	+7
	6.0	Increase for commissioners' stipends	40	...	10								...	+1	...	+1
		TOTAL CONTROL CENTER				-5	-274						...	+8	-5	-266

OB11/85.1 *See Schedule 4a.

agencies. The purpose of this project is to determine whether it would be feasible to consolidate many of these procedures using, for example, a central hearing panel system, as is done in a number of states.

CIVIL LAW

Last year, the Commission transmitted to the Council the Health Occupations Revision Act, developed by the Civil Law Task Force. It is a comprehensive revision of the laws concerning health occupations, designed to modernize and make uniform the laws relating to the licensure of all current health occupations. The bulk of this proposal was incorporated in the D.C. Health Occupations Revision Act of 1985, which recently took effect as D.C. Law 6-99.

The Task Force also began developing proposals for revision of the District's real property laws, which are the oldest in the D.C. Code, many of them dating back to British statutes enacted hundreds of years ago. The first phase of this project, which will take several years, was the completion of the proposed Real Property Conveyancing Revision Act, Bill 6-310. A hearing on the bill was held by the Council's Judiciary Committee in December. The bill contains six substantive titles, each of which concerns a different aspect of the conveyancing process, with the common goal of simplifying that process and deleting overly technical or outmoded requirements. It permits the execution of deeds by a power of attorney, subject to careful limitations to protect against fraud; it simplifies the procedure for execution and acknowledgment of corporate deeds; it removes archaic common law impediments to the transfer of real property between joint owners; it clarifies provisions of current law concerning the authority of a personal representative of an estate to sell real property without a court order; it provides a self-perpetuating curative statute; and it improves and expands current law regarding acknowledgment of deeds and other documents.

The Task Force is currently preparing proposals for revision of the laws relating to foreclosure, an area in which there is inadequate statutory law in the District, especially in light of the importance of the subject for homeowners.

CRIMINAL LAW

The Commission transmitted to the Council the Theft and White Collar Crimes Consolidation Act, developed by the Criminal Law Task Force. It was introduced as Bill 6-292, and a hearing was held in November. The Act repeals over 100 specific offenses, scattered throughout the D.C. Code, which could be prosecuted under one of eight general provisions of the Theft and White Collar Crimes Act of 1982. The categories of offenses consolidated are false statements, false swearing, perjury, fraud, theft, taking property without right, obstruction of justice, and tampering with physical evidence. The purpose of this consolidation is to replace disparate statutory definitions of, and penalties for, similar offenses with uniform definitions and penalties. It will make the law more accessible to judges, lawyers, and the public by gathering these offenses under a central statute.

During 1985, the Task Force completed initial research, received comments and drafted preliminary proposals for the purpose of reviewing of a number of projects for possible revision action. These included the topics of riot and disorderly conduct offenses, speedy trials, arson and related property damage offenses, and juvenile crimes. Further consideration by the Task Force and the Commission will be given to proceeding with these or other projects in FY 87.

BUDGET REQUEST

The budget request of the Commission for fiscal year 1987 is $220,000 and 3 continuing full-time positions.

This is a substantial reduction from previous years. The principal impact will be a substantial decrease in the size of the staff which will result in a reassessment of the number and scope of projects to be undertaken.

If you or any other member of the Committee have any questions, I would be pleased to answer them.

Mr. DIXON. Thank you for appearing today.

The committee will adjourn until 1:30 p.m. tomorrow when we take up the Office of Criminal Justice Plans and Analysis, followed by the Department of Human Services.

Mr. [illegible]. Thank you for appearing here.

The committee [illegible]

[illegible]

the [illegible]

WEDNESDAY, MAY 21, 1986.

OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS

WITNESSES

SHIRLEY A. WILSON, EXECUTIVE DIRECTOR

LUCY EDWARDS, EXECUTIVE DIRECTOR, CIVILIAN COMPLAINT REVIEW BOARD

JOEL McCLOUD, MEMBER, CIVILIAN COMPLAINT REVIEW BOARD

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (BQ)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	8	499	13	773	15	889	20	983	+5	+94
	Federal Funds	2	123	...	253	...	781	...	609	...	-172
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	10	622	13	1,026	15	1,670	20	1,592	+5	-78
	Intra-District Sales	8	467	3	254	3	325	3	341	...	+16
	TOTAL EXPENDITURES	18	1,089	16	1,280	18	1,995	23	1,933	+5	-62
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	7		13		15		20		+5	
	Average CFT Salary	32		28		27		27		...	
	Average All Other Employment	10		3		7		3		-4	
	Total Full-Time Equivalent (FTE) Employment	17		16		22		23		+1	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	27		26		25		28		+3	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Office of Criminal Justice Plans and Analysis (OCJPA) is the central research and evaluation unit of the District's justice system pursuant to D.C. Law 2-107. The agency collects and analyzes crime and operational data from justice agencies, develops multiagency plans to meet justice objectives, researches and develops recommendations for specific justice issues, sponsors a program of financial and technical assistance, and receives complaints regarding improper conduct by law enforcement personnel.

To carry out these functions, the agency supports a broad range of activities including providing permanent staff support for the Mayor's Justice System Board and temporary support for special commissions and groups that are created from time to time to address specific justice issues; collecting monthly caseload data from operations and reporting the findings to the Mayor and City Administrator; providing financial and technical assistance to other justice agencies and private organizations to enable them to implement operational improvements or provide additional services to residents; and overseeing an interagency juvenile justice program that provides treatment to disturbed youths as an alternative to confinement in the District's juvenile correctional facilities.

In addition, the Civilian Complaint Review Board, created by D.C. Law 3-158, receives, investigates, and rules on complaints of excessive force, harassment, or improper language by D.C. police officers and special police who are D.C. government employees. The board and its staff are independent of the rest of the agency and share only accounting, personnel, and budgetary staff.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $983,000 and 20 continuing full-time positions, an increase from FY 1986 of $94,000 and 5 continuing full-time positions.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (BQ)

The personal services request is $599,000, an increase of $87,000, one continuing full-time position, and a redirection of $61,000 for the conversion of four temporary full-time positions to continuing full-time positions. Of the increase, $55,000 is for the annualization of two continuing full-time positions funded for nine months in FY 1986 and three continuing full-time positions previously funded for six months; $9,000 is for within grades; and $23,000 for the FY 1987 pay adjustment.

The request for nonpersonal services is $384,000, an increase of $7,000. This increase includes $10,000 for a government-required audit; $1,000 for office supplies; $1,000 for communications; a base reduction of $5,000 for the nonrecurring purchase of computer equipment in FY 1986; and a redirection of $250,000 from Other Services and Charges to Subsidies and Transfers to reclassify the D.C. Law School Clinical Assistance Program.

Nonappropriated Budget Request
The agency's estimated nonappropriated budget is $950,000 and 3 full-time equivalent positions, a decrease from FY 1986 of $156,000 and no change in full-time equivalent positions. This decrease is primarily due to the expiration of funding in FY 1986 for the Juvenile Justice Delinquency Prevention Plan that expired in that year. There is also an increase of $16,000 in intra-District funds. The FY 1987 budget request to the U.S. Department of Justice is $225,000 for the current Juvenile Justice Delinquency Prevention Plan, $23,000 for the Criminal Justice Information Clearinghouse, and $361,000 for the Justice Assistance Block Grant. A total of $15,000 is requested from the Office of Latino Affairs for a bilingual position for the Civilian Complaint Review Board, and $325,000 is requested in intra-District funds from the D.C. Department of Human Services for the operation of the Interagency Youth Project.

PROGRAM IMPACTS

The requested FY 1987 appropriation will permit the agency to continue to provide the management support and direct services described above. The positions and funding requested will permit the agency to continue to strengthen those activities.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Policy/action plans	24	19	11	11
Research reports for the Mayor	3	3	3	3
Technical assistance requests	120	140	140	140
Juvenile clients served	40	60	60	60
Complaints received	310	350	400	400
Indigent clients served	1,200	1,200	1,200	1,200
Block grants/subgrants	3	3	10	15

The agency anticipates a similar level of activity in FY 1987 to that of FY 1986. This projection, however, is subject to the impact of unforeseen developments. For example, in late FY 1985, a special commission was created to study the District's correctional facilities. The staffing requirements of this commission significantly impacted the agency's workload in the last three months of FY 1985 and during the first four months of FY 1986.

The one area of anticipated change in FY 1987 is that of grants and subgrants. Aside from funds to assist law school clinical programs, the financial assistance provided by OCJPA is from federal funds received by the agency. FY 1986 was the first full year of funding under the Federal Justice Assistance Act of 1984. If the federal program is continued in 1987, the agency anticipates an increase in projects assisted from 10 projects to 15.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (80)

CONTROL CENTER		FY1985–FY1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Office of Criminal Justice Plans and Analysis	8	515	10	572	10	605	...	+33	...	609			3	325	13	1,539
02	Civilian Complaint Review Board	5	258	5	317	10	378	+5	+61	...	...			...	16	10	394
	TOTAL AGENCY	13	773	15	889	20	983	+5	+94	...	609			3	341	23	1,933
OBJECT CLASS DETAIL																	
11	Regular Pay		359		408		547		+139						...		547
12	Other Regular Pay		3		61		...		-61						95		95
13	Additional Gross Pay		18		...		...		...						...		...
14	Fringe Benefits		39		43		52		+9						10		62
	TOTAL PERSONAL SERVICES		419		512		599		+87						105		704
20	Supplies		5		8		9		+1		2				4		15
30a	Energy		...		...		...		...		...				...		...
30b	Communications		9		8		9		+1		3				4		16
30c	Building Rent		26		28		28		...		...				22		50
40	Other Services & Charges		61		318		78		-240		33				201		312
50	Subsidies & Transfers		245		...		250		+250		569				...		819
60	Land & Buildings		...		...		...		...		...				...		...
70	Equipment & Equipment Rental		8		15		10		-5		2				5		17
	TOTAL NONPERSONAL SERVICES		354		377		384		+7		609				236		1,229
	TOTAL AGENCY		773		889		983		+94		609				341		1,933
PERSONNEL SUMMARY																	
	Average CFT Employment		13		15		20		+5								20
	Average CFT Salary		28		27		27		...								27
	Average All Other Employment		...		4		...		-4						3		3
	Total FTE Employment		13		19		20		+1						3		23
	Overtime & Other Pay FTE Employment		...		...		...		...						...		...
	Average FTE Salary		28		25		27		+2						32		28

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (BQ)

CONTROL CENTER: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101		D.C. LAW SCHOOL CLINICAL ASSISTANCE														
		Redirections														
	3.1	Redirection-out from Other Services and Charges for D.C. Law School Clinical Assistance	40	...	250			...	-250						...	-250
	3.2	Redirection-in to Subsidies and Transfers for D.C. Law School Clinical Assistance	50	...	...			...	+250						...	+250
		Subtotal Responsibility Center 0101						[...]	[...]						[...]	[...]
0103		CRIMINAL JUSTICE PLANS AND ANALYSIS														
		Base Reductions														
	1.0	Base reduction for nonrecurring computer purchase	70	...	5	...	-5								...	-5
		Increases														
	4.1	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+ 1	...	+ 1
	5.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+ 4	...	+ 4
		b. Fringe Benefits	14	...	...								...	+ 1	...	+ 1
	6.1	Increase for annualization of CFT positions														
		a. Regular Pay	11	2	27							3	...	+ 9	...	+ 9
		b. Fringe Benefits	14	...	3							3	...	+ 1	...	+ 1
		TOTAL CONTROL CENTER														

09811/85.1 *See Schedule 4a.

PAGE BQ-13

BUDGET REQUEST OF CRIMINAL JUSTICE PLANS & ANALYSIS

Mr. DIXON. The D.C. Subcommittee on Appropriations will come to order.

Our first agency this afternoon is the Office of Criminal Justice Plans and Analysis which is requesting $983,000 and 20 positions for fiscal year 1987, a net increase of $94,000 and five positions above the fiscal year 1986 appropriation level. We have with us Shirley Wilson, the Director. I don't see Goler Butcher here today.

Ms. Wilson, if you have a statement, we will include it in the record. If you have a summary you would like to present orally, we will be pleased to hear you at this time.

PREPARED STATEMENT OF DIRECTOR

Ms. WILSON. I have a statement Mrs. Marshall will submit for the record.

[The statement referred to follows:]

STATEMENT BEFORE THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON THE DISTRICT OF COLUMBIA APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS
TUESDAY, MAY 14, 1986

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY TO SHARE THE PLANS OF THE OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (OCJPA) FOR FY 1987.

SINCE I APPEARED BEFORE YOU LAST YEAR TO DISCUSS THE ACTIVITIES OF OCJPA, THE DISTRICT'S CRIMINAL JUSTICE SYSTEM HAS EXPERIENCED THE SAME UNPARALLED CHANGES OCCURRING ACROSS THE COUNTRY, ESPECIALLY IN URBAN AREAS. THE CONTINUING RISE IN DRUG CONVICTIONS HAS DRIVEN THE TOTAL NUMBER OF PERSONS SENTENCED TO PRISON EVER UPWARD AND THAT, IN TURN, HAS PLACED A GREATER BURDEN ON ALREADY CROWDED FACILITIES. THE RESULT HAS BEEN CONSIDERABLE DEBATE IN THE COURTS, IN THE PRESS, IN SPECIAL COMMISSION DELIBERATIONS, IN LEGISLATIVE HEARINGS, AND IN EXECUTIVE DISCUSSIONS ON HOW THE DISTRICT'S CRIMINAL JUSTICE SYSTEM SHOULD DISPENSE JUSTICE AND ENSURE PUBLIC SAFETY.

I MENTION THIS FACT BECAUSE THE PROBLEM OF PRISON OVERCROWDING AND THE ISSUES THAT IT HAS RAISED COMPRISE THE CONTEXT IN WHICH OCJPA HAS OPERATED DURING THE PAST YEAR AND WILL LIKELY DO SO FOR THE NEXT SEVERAL YEARS. DURING FY 1987 MOST OF THE ACTIVITIES PLANNED FOR THE AGENCY WILL, IN SOME FORM, ADDRESS THIS PROBLEM.

TO CARRY OUT THE MISSION OF ASSISTING IN THE MANAGEMENT OF THE CRIMINAL JUSTICE SYSTEM, OCJPA HAS THREE MAJOR OBJECTIVES/PROGRAM AREAS: (1) TO PROVIDE MANAGEMENT SUPPORT TO THE MAYOR AND CITY ADMINISTRATOR REGARDING CRIMINAL JUSTICE ISSUES; (2) TO PROMOTE OPERATIONAL IMPROVEMENTS WITHIN THE CRIMINAL JUSTICE SYSTEM; AND (3) TO PROVIDE TECHNICAL AND FINANCIAL SUPPORT TO PUBLIC AND PRIVATE ORGANIZATIONS IN SUPPORT OF JUSTICE ACTIVITIES.

IN FY 1987 OCJPA REQUESTS A TOTAL OF $983,000 IN APPROPRIATED FUNDS TO CARRY OUT ITS ACTIVITIES, AN INCREASE OF $94,000 FROM FY 1986. OF THE $983,000, $355,000, REPRESENTING AN INCREASE OF $33,000 FROM FY 1986, WILL FUND THE MANAGEMENT SUPPORT AND OPERATIONAL IMPROVEMENT ACTIVITIES OF OCJPA; $378,000, REPRESENTING AN INCREASE OF $61,000 FROM FY 1986, WILL FUND THE ACTIVITIES OF THE CIVILIAN COMPLAINT REVIEW BOARD; AND $250,000 WILL FUND THE LAW SCHOOL CLINICAL ASSISTANCE PROGRAM. THE INCREASE OF $33,000 FOR OCJPA WILL PROVIDE FUNDS FOR THE AUDIT OF FEDERAL FUNDS (AS REQUIRED BY OMB CIRCULAR 128) AND THE ANTICIPATED PAY ADJUSTMENT FOR FY 1987. THE INCREASE OF $61,000 FOR THE CIVILIAN COMPLAINT REVIEW BOARD WILL BE EXPLAINED IN THE BOARD'S STATEMENT.

MANAGEMENT SUPPORT

ONE OF THE PRIMARY OBJECTIVES OF THE AGENCY IS TO PROVIDE THE MAYOR AND OTHER CHIEF OFFICIALS WITH THE MOST COMPLETE INFORMATION AVAILABLE ON THE DISTRICT'S JUSTICE OPERATIONS, AS WELL AS, INFORMATION ON NATIONAL CRIMINAL JUSTICE TRENDS AND INNOVATIONS. TO ACCOMPLISH THIS, THE AGENCY COLLECTS INFORMATION FROM ALL DISTRICT JUSTICE AGENCIES EITHER ON A MONTHLY, SEMIANNUAL OR ANNUAL BASIS; REQUESTS AND RECEIVES SPECIAL COMPUTER GENERATED INFORMATION ON SPECIFIC TOPICS FROM VARIOUS AGENCIES; RECEIVES REPORTS FROM AND SUBMITS REPORTS TO THE FEDERAL BUREAU OF JUSTICE STATISTICS; AND PARTICIPATES IN LOCAL, REGIONAL, AND NATIONAL CRIMINAL JUSTICE SEMINARS, CONFERENCES, AND ASSOCIATIONS.

IN FY 1987 THE AGENCY WILL CONTINUE THESE ACTIVITIES AND, WITH THE INFORMATION COLLECTED, WILL PUBLISH FOUR QUARTERLY BULLETINS FOR JUSTICE OFFICIALS, ONE ANNUAL JUSTICE INFORMATIONAL BOOKLET FOR THE PUBLIC, AND AN INDEFINITE NUMBER OF POLICY PAPERS ON PERTINENT JUSTICE ISSUES FOR THE MAYOR AND OTHER OFFICIALS.

IN ADDITION TO THESE NORMAL ACTIVITIES, OCJPA WILL MAKE A SPECIAL EFFORT TO COLLECT DATA AND REPORT ON THE PROGRESS OF ANY NEW PROGRAMS ESTABLISHED TO ADDRESS THE PRISON OVERCROWDING PROBLEM. CURRENTLY, IN VARYING STAGES OF PROPOSAL OR IMPLEMENTATION, ARE A NEW PROGRAM TO RELEASE AND SUPERVISE PRETRIAL DETAINEES, A NEW PROGRAM FOR PROVIDING A WIDER RANGE OF PROBATION SUPERVISION, AND AN EMERGENCY POWERS PROGRAM FOR ACCELERATING THE PAROLE PROCESS. IF AND WHEN THESE PROGRAMS ARE IMPLEMENTED, OCJPA WILL COLLECT DATA ON THEIR OPERATIONS AND REPORT THE RESULTS TO DISTRICT OFFICIALS.

FINALLY, IN FY 1987 OCJPA WILL CONDUCT STUDIES; AMONG THEM WILL BE ONE TO DETERMINE THE RELATIONSHIP OF DRUG ABUSE, BY TYPE OF DRUG, TO OFFENSE PATTERNS, AND ANOTHER TO DETERMINE THE EFFECTS OF THE MANDATORY SENTENCING INITIATIVE. THE PURPOSE OF THESE STUDIES WILL BE TO PROVIDE DISTRICT OFFICIALS WITH MORE COMPLETE INFORMATION FOR EVALUATING THE EFFECT OF CURRENT POLICIES ON CRIME AND PRISON POPULATION PROJECTIONS.

OPERATIONAL IMPROVEMENTS

THE SECOND AND EQUALLY IMPORTANT OBJECTIVE/PROGRAM AREA OF THE AGENCY IS THE PROMOTION AND SUPPORT OF OPERATIONAL IMPROVEMENTS IN THE CRIMINAL JUSTICE SYSTEM.

AN IMPORTANT RESULT OF THE CURRENT CORRECTIONAL CRISIS HAS BEEN A CLEARER UNDERSTANDING OF THE SYSTEMIC NEED FOR CRIMINAL JUSTICE DATA. SEVERAL OF THE DISTRICT'S JUSTICE AGENCIES HAVE OUTSTANDING INFORMATION SYSTEMS THAT FULLY SUPPORT THEIR PARTICULAR OPERATIONS. HOWEVER, BECAUSE NO ONE AGENCY IS RESPONSIBLE FOR THE ENTIRE JUSTICE PROCESS, CRIMINAL RECORDS ARE FRAGMENTED AMONG SEVEN OR EIGHT AGENCIES, WITH EACH AGENCY COLLECTING AND MAINTAINING THOSE DATA ELEMENTS OF AN INDIVIDUAL'S RECORD THAT SUPPORT THAT AGENCY'S DISCRETE OPERATIONS.

THERE IS CURRENTLY NO CAPABILITY FOR TRANSFERRING AND BUILDING COMPLETE CRIMINAL HISTORY FILES FROM DATA CAPTURED AND MAINTAINED BY THESE INDIVIDUAL AGENCIES. AS A RESULT, AT THIS POINT IN TIME, IT IS VIRTUALLY IMPOSSIBLE TO ACCESS THE INFORMATION NEEDED TO ANSWER VERY BASIC QUESTIONS ABOUT THE CURRENT CRIMINAL CLIENTELE THAT WE ARE PROCESSING THROUGH OUR SYSTEM OR HOW OUR POLICIES ARE AFFECTING THAT POPULATION. THE FOLLOWING ARE A FEW EXAMPLES OF THE QUESTIONS THAT ARE UNANSWERABLE AT THIS POINT. "HOW MANY OF OUR CURRENT PRISON POPULATION, WHO WERE CONVICTED OF DRUG VIOLATIONS, WERE CONVICTED OF SELLING OR POSSESSION AND WHAT WERE THE DRUGS INVOLVED?" OR "HOW MANY OF THE CURRENT CORRECTIONAL POPULATION BEGAN AS SERIOUS JUVENILE OFFENDERS AND BECAME PROGRESSIVELY INVOLVED IN THE CRIMINAL JUSTICE SYSTEM THROUGH ADULT PROBATION INTO REPEATED PERIODS OF ADULT INCARCERATION? HOW MANY, IF ANY, OF THESE PERSONS WOULD BE ACCEPTABLE RISKS FOR ALTERNATIVE SENTENCES?" AT THIS TIME, THERE IS NO WAY TO ADDRESS THESE QUESTIONS SINCE THE DATA ELEMENTS NEEDED ARE SCATTERED AMONG MANY DIFFERENT DATA SYSTEMS, EACH OF WHICH MAY HAVE DIFFERENT DATA CODES, DIFFERENT DEGREES OF AUTOMATION, AND NO MEANS OF TRANSFERRING DATA.

OCJPA IS CONVINCED THAT SOLVING THE PROBLEM OF INCOMPLETE AND FRAGMENTED INFORMATION IS ABSOLUTELY CRITICAL TO THE DISTRICT'S EVER BEING IN THE POSITION OF ACCURATELY UNDERSTANDING ITS CRIMINAL POPULATION AND BEING ABLE TO FORMULATE AND IMPLEMENT MORE EFFECTIVE PROGRAMS. THEREFORE, IN FY 1987 OCJPA WILL LEAD A MAJOR INTERAGENCY EFFORT TO LINK THE VARIOUS SYSTEMS. THIS EFFORT WILL REQUIRE SEVERAL YEARS OF PLANNING, SOFTWARE DEVELOPMENT AND IN SOME CASES HARDWARE ACQUISITION. THE PROCESS WILL BE LAUNCHED IN FY 1986.

IN FY 1987 WE ANTICIPATE THAT A MULTI-YEAR PLAN WILL BE COMPLETED, SPECIFYING THE DATA ELEMENTS THAT WILL EVENTUALLY BE MAINTAINED IN A CENTRAL FILE, THOSE ELEMENTS THAT WILL BE CONTRIBUTED BY VARIOUS AGENCIES, AND THE SOFTWARE/HARDWARE REQUIRED BY EACH AGENCY TO RECEIVE AND CONTRIBUTE DATA.

TECHNICAL AND FINANCIAL ASSISTANCE

THE THIRD OBJECTIVE/PROGRAM AREA OF THE AGENCY IS PROVIDING TECHNICAL AND FINANCIAL SUPPORT TO OTHER DISTRICT AGENCIES AND PRIVATE ORGANIZATIONS. THERE ARE FOUR COMPONENTS TO THIS PROGRAM: (1) THE LAW SCHOOL CLINICAL ASSISTANCE PROGRAM, (2) THE FEDERAL GRANT ASSISTANCE PROGRAMS, (3) THE CIVILIAN COMPLAINT REVIEW BOARD, AND (4) THE INTERAGENCY YOUTH PROJECT.

IN FY 1987, OCJPA WILL CONTINUE TO PROVIDE ASSISTANCE TO LAW SCHOOL CLINICAL PROGRAMS. THESE PROGRAMS FURNISH LEGAL ASSISTANCE TO THE DISTRICT'S INDIGENT CITIZENS. IN FY 1986, OCJPA IS PROVIDING ASSISTANCE TO FIVE CLINICAL PROGRAMS. THESE PROGRAMS PROVIDE ASSISTANCE TO CLIENTS IN BOTH CIVIL AND CRIMINAL MATTERS. SPECIALIZED LEGAL SERVICES IN THE AREAS OF FAMILY VIOLENCE, PROBLEMS OF THE ELDERLY AND IMMIGRATION REGULATIONS ARE INCLUDED. BECAUSE OF THEIR LACK OF ECONOMIC RESOURCES, MOST OF THESE CLIENTS WOULD NOT RECEIVE BADLY NEEDED LEGAL ASSISTANCE IF IT WERE NOT FOR THESE CLINICAL PROGRAMS. THEREFORE, OCJPA IS PROUD OF THE ASSISTANCE THAT IT, ON BEHALF OF THE DISTRICT GOVERNMENT, IS ABLE TO PROVIDE. WE ESTIMATE THAT AT LEAST FIVE CLINICAL PROGRAMS WILL BE ASSISTED IN FY 1987.

DEPENDING ON THE OUTCOME OF THE FEDERAL BUDGET FOR FY 1987 AND THE EFFECTS OF THE GRAMM, RUDMAN, HOLLINGS ACT IN FY 1986, OCJPA WILL ADMINISTER THE JUVENILE JUSTICE AND THE JUSTICE ASSISTANCE BLOCK GRANTS. WITH FUNDS FROM THESE GRANTS THE AGENCY WILL FUND A NUMBER OF CRIME PREVENTION AND SYSTEM IMPROVEMENT PROGRAMS. IN FY 1986 10 PROJECTS, LOCATED IN EVERY WARD OF THE CITY (FOUR ARE IN WARDS 7 AND 8), RECEIVED BETWEEN $5,000 TO $20,000 EACH TO PROVIDE ACADEMIC TUTORING, PERSONAL COUNSELING, DRUG PREVENTION AND RECREATIONAL ACTIVITIES FOR YOUTH UNDER THE AGE OF 18. WE ARE ESPECIALLY PROUD OF THIS PROGRAM BECAUSE IT BUTTRESSES THE EFFORTS OF COMMUNITY BASED SERVICE PROVIDERS WHO GIVE POSITIVE LEADERSHIP AND SUPPORT TO YOUNG PEOPLE. IN FY 1987 THE AGENCY ANTICIPATES FUNDING A SIMILAR PROGRAM OF COMMUNITY GRANTS.

IN ADDITION, IN FY 1987 THE AGENCY WILL PROVIDE THE FINANCIAL AND TECHNICAL SUPPORT NECESSARY TO AUTOMATE THE RECORDS OF THE D.C. PAROLE BOARD. THAT WILL SUPPLY CRITICAL ELEMENTS IN THE OVERALL DATA NETWORK DISCUSSED PREVIOUSLY.

FINALLY, IN FY 1987 OCJPA WILL CONTINUE TO PROVIDE BUDGETING AND ACCOUNTING SERVICES FOR THE CIVILIAN COMPLAINT REVIEW BOARD AND TO PROVIDE ADMINISTRATIVE SUPPORT FOR THE INTERAGENCY YOUTH PROJECT AS IT CONTINUES TO MEET THE MULTIPLE NEEDS OF SELECT YOUTH UNDER COURT JURISDICTION AS DELINQUENTS OR VICTIMS OF ABUSE OR NEGLECT. A STATEMENT OF THE BOARD'S ACTIVITIES AND PLANS FOR FY 1987 IS BEING SUBMITTED SEPARATELY.

IN CLOSING, THANK YOU, AGAIN, MR. CHAIRMAN AND DISTINGUISHED MEMBERS OF THE COMMITTEE FOR THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY. THE COMING YEAR WILL BE CRITICAL TO THE DISTRICT'S ABILITY TO MANAGE SUCCESSFULLY ITS JUSTICE SYSTEM. HOWEVER, WITH YOUR CONTINUED SUPPORT WE LOOK FORWARD TO THE CHALLENGES OF THAT YEAR AND THE ACHIEVEMENTS IT WILL BRING.

OPENING REMARKS OF DIRECTOR

Ms. **Wilson**. My only comment is that most of the increase we are requesting is to fund an additional workload for the Civilian Complaint Review Board. With me here today is Ms. Lucy Edwards, the Executive Director of the Board. Of the total increase requested, $33,000 will be allocated to the Office of Criminal Justice which will be used to pay for an audit that we are required to do and to fund pay adjustments.

Mr. **Dixon**. I don't have any problems with your budget. As you know, we are cutting short the time we spend with agencies that we don't have any problems with.

Mr. Natcher, do you have any questions?

Mr. **Natcher**. No questions.

Mr. **Dixon**. Mr. Green?

Mr. **Green**. No questions.

Mr. **Dixon**. Thank you for coming, Ms. Wilson.

Ms. **Edwards**. Could I just take a moment to say on behalf of Mrs. Butcher, who could not come, that she regrets not being able to join you today. She did ask one of the other board members, Mr. Joel McCloud, to come in instead of her just in case you had questions for us.

Mr. **Dixon**. Mr. McCloud, I don't have any questions. If you want to leave well enough alone, that is fine.

PREPARED STATEMENT OF CIVILIAN COMPLAINT REVIEW BOARD

Mr. **McCloud**. Thank you very much. Mrs. Butcher asked me to give you her prepared statement for the record.

Mr. **Dixon**. It will be placed in the record at this point.

[The statement referred to follows:]

STATEMENT OF GOLER TEAL BUTCHER
CHAIRPERSON, D.C. CIVILIAN COMPLAINT REVIEW BOARD
BEFORE THE UNITED STATES HOUSE OF REPRESENTATIVES, COMMITTEE ON APPROPRIATIONS, SUBCOMMITTEE ON THE DISTRICT

Mr. Chairman:

I appreciate the opportunity to appear before you today to discuss the budget request and plans of the Civilian Complaint Review Board for Fiscal Year 1987. Our Executive Director, Mrs. Lucy R. Edwards, is here to provide responses to any specific questions you may have regarding our operations. We are reiterating testimony previously presented before this committee last year supporting increases in our funding. If it has additional critically needed resources, the Board can do a more effective job of carrying out its mission of addressing civilian complaints of police misconduct, make a larger dent in the backlog of complaints already filed, and provide earlier and more timely consideration of citizens complaints.

The Civilian Complaint Review Board (CCRB) seeks $378,000 and 10 positions for operation of the agency during Fiscal Year 1987. The current budget of the agency is $317,000 and includes 5 positions. The 1986 budget also includes funds for four temporary positions to assist the CCRB in carrying out its mission and in addressing its backlog of complaints of police misconduct. The four temporary staff positions are a DS-5 clerk, DS-11 investigator, DS 9 investigator and DS-13 attorney. The CCRB is requesting that these positions be converted into Continuing Fulltime positions in the Fiscal Year 1987 Budget. The agency seeks to add a DS-5 translator-paralegal to the staff to improve its services to the Hispanic community.

During the year since our appearance before the committee, the Board has made progress in decreasing the rate of growth of the backlog to the point where we have not only stopped the rate of increase of the backlog, but the backlog itself is decreasing. In addition to holding an average of at least one hearing per week, we now review each month more than a dozen complaints which can be disposed of without conducting hearings. Further, the time lapse between the filing of a complaint and our consideration and disposition of that complaint has been dramatically shortened. This is a reflection of the increased temporary staff resources.

We received a total of 295 complaints during Fiscal Year 1985, nineteen fewer than received in Fiscal Year 1984 when 314 complaints were received. We anticipate that the number of complaints in Fiscal Years 1986 and 1987 will excede the number received in Fiscal Year 1984. With increased staff and resources we expect to handle incoming complaints more expeditiously.

The Board works diligently and holds hearings on all cases as soon as they have been prepared by the investigative staff. Similarly, the Board issues its Findings and Recommendations as soon as the legal staff has done the necessary preparation. Because of the absence of staff in the legal area, there developed a backlog of decisions to be issued. I am happy to report that by utilizing increased resources we succeeded in eliminating that backlog of decisions to be issued during the latter part of Fiscal Year 1985 and the first quarter of Fiscal Year 1986. Unfortunately, those resources were temporary.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (BQ)

CONTROL CENTER: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	8.0	Increase for government-required audit	40	...	...								...	+10	...	+10
	10.0	Increase for communications	30b	...	4								...	+ 1	...	+ 1
		Subtotal Responsibility Center 0103				[...]	[-5]						[...]	[+38]	[...]	[+33]
		TOTAL CONTROL CENTER				...	-5	...	...	...	...		...	+38	...	+33

OBD 11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS (BQ)

CONTROL CENTER: Name & Code CIVILIAN COMPLAINT REVIEW BOARD (02)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0201		ADMINSTRATION														
		Redirections														
	2.1	Redirection-out from Other Regular Pay to convert four TFT positions to CFT positions	12	...	61			...	-61						...	-61
	2.2	Redirection-in to Regular Pay to convert four TFT positions to CFT positions	11	5	145			...	+61						...	+61
		Increases														
	4.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	5.2	Increase for within grades	11	...	...								...	+4	...	+4
	6.2	Increase for annualization of converted CFT positions														
		a. Regular Pay	11	...	...							6	...	+40	...	+40
		b. Fringe Benefits	14	...	2							6	...	+5	...	+5
	7.0	Increase of five CFT positions														
		a. One DS-13 Attorney	11	...	...								+1	...	+1	...
		b. One DS-11 Investigator	11	...	...								+1	...	+1	...
		c. One DS-09 Investigator	11	3	66								+1	...	+1	...
		d. One DS-05 Clerk-Typist	11	...	...								+1	...	+1	...
		e. One DS-05 Translator/Paralegal	11	...	...								+1	...	+1	...
		Increase for supplies for new CFT postions	20	...	...								...	+1	...	+1
		Subtotal Responsibility Center 0201						[...]	[...]				[+5]	[+61]	[+5]	[+61]
		TOTAL CONTROL CENTER				...	...	...	...	...	...		+5	+61	+5	+61

OB11/81-1 *See Schedule 6a.

We have now issued 142 decisions in the 160 complaints that we have heard since we conducted our first hearing on August 31, 1982. We believe that with adequate staff resources we can 1) clear up the backlog of cases to be investigated and prepared for hearings, 2) hear complaints within 120 days of their receipt, and 3) issue decisions within 90 days of the hearings except perhaps in highly complex cases. The hearing function which occupies boardmembers for a substantial number of hours each month is an area which points up the need for augmenting the staff of the CCRB on a permanent basis. Each of the positions that we are requesting are critical to our making other determinations in accordance with the Civilian Complaint Review Board Act.

The Board and its staff are meeting more frequently with the public in order to discuss our agency's function, and we do anticipate more awareness because of the output of the Board and staff. We have just recently completed a poster in English and Spanish to go along with our information brochure and Questions and Answers publications which are also in English and Spanish. The Board believes that these materials and our increased participation in community forums will make the public aware of the existence of the Board and the rights of civilians to use it for complaints against police officers.

Our Annual Report highlights some of the statistics of the CCRB. In addition, our Executive Director may be able to provide additional information. Thank you again for this opportunity to briefly address you on the critical budget needs of our agency.

QUESTIONS FOR THE RECORD

Mr. DIXON. I have a question that I will submit to be answered for the record.

Ms. WILSON. Thank you, Mr. Chairman.

[The Committee's question and the office's response follow:]

OFFICE OF CRIMINAL JUSTICE PLANS AND ANALYSIS

Question. On page BQ-10 of your justifications you state that a re-direction of $250,000 from Other Services and Charges to Subsidies and Transfers is requested to re-classify the D.C. Law School Clinical Program from contractual services to grant awards. What is your rationale for this redirection?

Answer. The Law School Clinical Assistance Program was created by D.C. Law 2-143, March 3, 1979 as a grant program whereby law school clinical programs would be provided financial assistance to enable them to furnish legal services to indigent residents in the District. When funds were appropriated for the program several years later, the funds were erroneously placed in object class 400 "Contractual Services", rather than 500, "grants". The program is not a procurement program where services are being purchased for district operations. It is a grant program whereby existing programs (law school clinical programs) are being given financial assistance to continue their services for indigent clients. The re-directions in the FY 1987 budget is an overdue accounting classification correction.

Table IV-6
HUMAN SUPPORT SERVICES: FY 1985-1987

($ thousands)	1985 Actual	1986 Estimate	1987 Estimate
OPERATING BUDGET SUMMARY:	898,044	973,029	1,030,984
District Funds	564,932	614,347	654,315
Federal Funds	284,206	301,973	318,304
Other Funds	48,906	56,709	58,365
OPERATING BUDGET DETAIL BY AGENCY:			
Department of Human Services:	684,362	806,594	853,053
District funds	411,997	511,576	541,241
Federal grants	270,431	289,132	307,178
Other funds	1,934	5,886	4,634
Department of Human Services: Financing Pay-As-You-Go Capital	--	--	298
District funds	--	--	298
Department of Recreation:	24,647	26,560	28,661
District funds	23,693	25,412	27,663
Federal grants	97	150	--
Other funds	857	998	998
Office on Aging:	10,469	12,110	14,464
District funds	6,240	7,665	10,350
Federal grants	4,227	4,443	4,112
Other funds	2	2	2
D. C. General Hospital:	91,187	98,008	103,675
District funds	45,500	48,350	50,930
Federal grants	104	121	121
Other funds	45,583	49,537	52,624
St. Elizabeths Hospital:	55,207	--	--
District funds	55,207	--	--
Unemployment Compensation:	3,162	5,207	3,207
District funds..............	3,162	5,207	3,207
Disability Compensation:	14,406	11,000	13,800
District funds	14,406	11,000	13,800
Office of Human Rights:	1,489	1,712	1,836
District funds	1,323	1,349	1,473
Federal grants	166	363	363
Office on Latino Affairs:	359	385	1,911
District funds	359	385	1,911
Commission for Women:	137	191	204
District funds	137	191	204
D.C. Energy Office:	12,619	11,262	9,875
District funds	2,908	3,212	3,238
Federal grants	9,181	7,764	6,530
Other funds	530	286	107

WEDNESDAY, MAY 21, 1986.

DEPARTMENT OF HUMAN SERVICES

WITNESSES

DAVID E. RIVERS, DIRECTOR

AUDREY ROWE, COMMISSIONER OF SOCIAL SERVICES

DR. ANDREW D. McBRIDE, COMMISSIONER OF PUBLIC HEALTH

BERNARD K. JARVIS, CONTROLLER

BYRON C. MARSHALL, DEPUTY CONTROLLER

VIRGINIA FLEMING, DIRECTOR, MENTAL HEALTH SERVICES REORGANIZATION OFFICE

DR. LONNIE MITCHELL, ADMINISTRATOR, ALCOHOL AND DRUG ABUSE SERVICES ADMINISTRATION, DEPARTMENT OF HUMAN SERVICES

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

		FY1984 Actual Expenditures		FY1985 Actual Expenditures		FY1986 Planned Expenditures		FY1987 Requested Expenditures		FY1986-FY1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	3,169	368,609	3,342	411,997	3,459	511,576	3,524	541,241	+65	+29,665
	Federal Funds	2,307	245,582	2,284	270,431	2,462	289,132	2,480	307,178	+18	+18,046
	Private & Other Funds	13	17,180	13	1,934	13	5,886	15	4,634	+2	-1,252
	SUBTOTAL EXPENDITURES	5,489	631,371	5,639	684,362	5,934	806,594	6,019	853,053	+85	+46,459
	Intra-District Sales	52	2,591	22	3,706	28	4,103	28	4,929	...	+826
	TOTAL EXPENDITURES	5,541	633,962	5,661	688,067	5,962	810,697	6,047	857,982	+85	+47,285
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment		3,049		3,003		3,360		3,375		+15
	Average CFT Salary		26		27		28		29		+1
	Average All Other Employment		2,671		2,654		2,639		2,823		+184
	Total Full-Time Equivalent (FTE) Employment		5,720		5,657		5,999		6,181		+182
	Overtime & Other Pay – Full Time Equivalent (FTE)		269		269		177		85		-92
	Average Full-Time Equivalent Salary		23		25		26		27		+1
CAPITAL BUDGET AUTHORITY*	Appropriation		5,625		1,922		7,585		29,691		+22,106
	Grants & Other		...		...		...		...		...
	TOTAL CAPITAL AUTHORITY		5,625		1,922		7,585		29,691		+22,106

AGENCY OVERVIEW

The mission of the Department of Human Services (DHS) is to provide social, economic, and health support services for those who cannot otherwise secure them; to ensure that citizens with temporary needs have access to programs that help them gain and maintain independence; and to contribute to the improvement of the health, well-being, and quality of life for residents of and visitors to the District of Columbia.

DHS is organized into three major units: Executive Direction and Support, and the Commissions of Public Health and Social Services. The Executive Direction and Support (EDS) control center houses the Office of the Director and the central administrative support units that assist the director in managing the agency. Included in EDS are central functions such as budgeting and accounting, facilities maintenance, planning, procurement, and information system services. EDS also includes the following offices: Fair Hearings, Inspection and Compliance, Postsecondary Education, Veterans Affairs, Health Financing, and Mental Health System Reorganization.

The Commission of Public Health provides services such as disease prevention, long-term care, nutrition improvement, care of the mentally ill, and prevention and treatment of alcohol and drug abuse. The Commission of Social Services provides services related to the social needs of targeted citizen groups including rehabilitation services, income assistance, protective services to adults and children, foster care, day care, care of the developmentally disabled, and the provision of emergency shelter services.

DHS provides a multitude of social and health services to meet the needs of the District's diverse population. These services range from conception (prenatal care) to death (burial services) and every phase between those two stages of human existence. Many of the authorizations and mandates for the programs and services provided by DHS are listed below:

OBS1/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Program	Statutory Mandate
Foster Care	Title IV-E of the Social Security Act, as amended, P.L. 96-272; D.C. Law 2-22, Prevention of Child Abuse and Neglect Act; P.L. 94-142 the Education for All Handicapped Children Act of 1975
Medical Assistance	Title XIX of the Social Security Act, as amended, P.L. 89-97; D.C. Code 3-204.5, Public Assistance Law
Medical Charities	D.C. Code 3-110, Powers of Board of Charities Transferred; D.C. Law 6-11, Institutional Care Under Contract amendment Act of 1985
AFDC Benefits	Title IV-A of the Social Security Act, as amended; D.C. Code 3-201, Definitions for the Public Assistance Act
Emergency Assistance	Title IV-A of the Social Security Act, as amended; D.C. Code 3-206, Application for Public Assistance
Shelter Program General Public Assistance	P.L. 87-807; D.C. Law 2-10, General Public Assistance for Unemployables
Supplemental Security Income	D.C. Law 6-35, District of Columbia Public Assistance Act of 1982 Amendments Act of 1985
Mental Retardation	Pratt Court Order; D.C. Law 2-137, Mentally Retarded Citizens Constitutional Rights and Dignity Act of 1978
Alcohol and Drug Abuse Services	The Hogan Act; P.L. 91-513, Drug Abuse--Congressional Findings and Declarations; P.L. 39-281, Drug Abuse--Definitions

Program	Statutory Mandate
Forensic Psychiatry Services	Waddy Decree; Campbell v. McGruder Civil Action 1462-71
Office of Chief Medical Examiner	P.L. 91-358, Public Health Welfare-Biological Products (Purpose)
Office of Emergency Health/ Medical Services	P.L. 89-564, Federal Aid-Highways; P.L. 93-154, Emergency Medical Systems Act
Office of Nutrition Commodity Supplemental Food Program	P.L. 95-627, Public Health and Welfare School Lunch Program
Women, Infants, and Children Program	P.L. 95-113, Agriculture Adjustment Act of 1983
Maternal and Child Health Newborn Screening	D.C. Law 3-65, D.C. Newborn Screening Requirement Act of 1979; D.C. Law 6-13, Newborn Screening Requirement Act of 1979 Amendments Act of 1985; D.C. Act 6-108, Preventive Health ServicesAmendment Act of 1985 (Prenatal Testing)
Clinical Health Services	P.L. 32-119, Clinical Health Services Act of 1903 and Amendment Act of 1983, Section 502 (b), (c); D.C. Law 5-173, Fees for Clinical Services and Asbestos Abatement Act of 1984; D.C. Law 6-66, Student Health Care Act of 1985
Employee Health Program	P.L. 91-616, Public Health and Welfare--Alcohol Abuse and Alcoholism

OBII/85.1

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Program	Statutory Mandate
Youth Services	DHS Organizational Order No. 82-1983; P.L. 91-358, D.C. Court Reform and Criminal Procedures Act of 1970, Section 504 of the Rehabilitation Act of 1973; Commissioner's Orders 64-191 and 79-76
Family Services Homemaker/Chore Services Child and Family Services	P.L. 96-272, Public Health and Welfare--Foster Care and Adoptions; D.C. Law 5-156, Adult Protective Services Act of 1984
Rehabilitation Services WIN Administration Unit Disability Determination	P.L. 93-112 Rehabilitation Act of 1973; Title IV of the Social Security Act; Titles II and XVI of the Social Security Act; Title XIV of the Social Security Act

Fiscal Year 1987 Goals In FY 1987, DHS will again have as its highest priority the provision of client-driven and needs-based programs. These direct services to clients, provide basic support and enhance the quality of life for citizens, while making it possible for those temporarily unable to do for themselves to move to greater self-sufficiency and self-reliance.

The FY 1987 budget request of $541,241,000, an increase of $29,665,000, or 5.8 percent, over FY 1986, will allow special emphasis to be exerted towards achieving the following goals:

- To evaluate the mental health needs of District residents and implement Phase I of a comprehensive mental health delivery system consistent with the terms of the St. Elizabeths Hospital and District of Columbia Mental Health Services Act of 1984, P.L. 98-621; the Dixon, Savoy, and Campbell v. McGruder court decrees, and other applicable laws. Under the 1984 Act, the District will assume full responsibility for providing mental health services for persons now served by the federally operated St. Elizabeths Hospital on October 1, 1987. Consistent with the decrees and laws, the District will provide all mentally ill residents with treatment in the least restrictive environments and will provide services to persons who are incarcerated, handicapped children, and youths referred to the judicial systems. This budget:

    a. Increases the District's subsidy to St. Elizabeths.

    b. Increases services to the mentally ill through contractual arrangements with private-sector providers.

- To provide assistance to the escalating number of families in stress through intensive counseling, day care services, employment counseling, temporary housing assistance, and income maintenance assistance, this budget:

    a. Increases the number of day care slots available in the Hispanic community and increases the number of slots available to AFDC mothers participating in the Work Alternative Program.

    b. Increases the number of emergency assistance grants.

    c. Increases by 4 percent the benefit payment level in the AFDC and GPA programs and annualizes 5 percent increases to be granted in FY 1986.

    d. Maintains the current funding level in other programs designed to reduce stress in families and help maintain the family unit.

- To continue prevention and rehabilitation efforts for the chemically dependent and their families, increase urinalysis and surveillance and testing, and data processing capabilities consistent with the Mayor's Criminal Justice Initiative of 1985. This budget:

    a. Increases the number of treatment facilities for drug abusers by three, one of which is new and two others which were not funded in the FY 1986 budget.

    b. Reduces the patient-counselor ratio to levels more conducive to successful treatment.

    c. Increase funding for community-based, drug-free, therapeutic, residential programs.

- To implement a comprehensive AIDS Health-Care Response Plan for the District of Columbia, establish an Office of AIDS Coordination, and increase support to AIDS patients--including detection, education, and prevention training--this budget:

a. Increases funding for AIDS prevention and treatment.

b. Provides funding for education and training for the general public and service providers.

c. Provides funding for residential services for victims and their families.

d. Provides funding for screening and referrals of substance abusers.

e. Provides for in-house service to victims.

- To increase services to the homeless through the development of more comprehensive approaches, this budget:

    a. Increases the number of contracted shelter beds.

    b. Provides for mental health services to the homeless.

- To continue the placement of mentally retarded and developmentally disabled persons in community-based rather than institutional settings consistent with the mandates of the Pratt Decree. This budget:

    a. Increases funding in the Medicaid Program for Intermediate Care Facilities.

    b. Increases funding for assessment, training, and transportation to mentally retarded or developmentally disabled clients.

- To provide more effective health and social programs for young people in response to increased levels of truancy and juvenile delinquency, teenage pregnancy, and unemployment, this budget:

    a. Provides for special education and vocational training for delinquent youth.

    b. Increases the levels of in-home and aftercare services that assist in the prevention of continued delinquency.

Other goals of this budget include initiatives to:

- Continue efforts in the achievement and maintenance of self-sufficiency through training, basic skills development, rehabilitation and the promotion of stable families and households.
- Improve coordination in the delivery of health care services for eligible residents and ensure effective preventive health measures for primary health-care delivery systems to inhibit the unnecessary growth of health care costs.
- Reduce dependence on outside contractors while concomitantly upgrading the department's data processing capabilities, and reducing long-term costs associated with time-sharing.
- Continue the provision of training opportunities for DHS employees, thereby increasing the efficiency and overall effectiveness of service delivery.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated request is $541,241,000 and 3,524 authorized continuing full-time positions, an increase of $29,665,000, or 5.8 percent and 65 authorized continuing full-time positions (CFT), over the FY 1986 budget.

The personal services request is $119,723,000, an increase of $5,551,000 over FY 1986. Of the requested 65 additional position authorizations, 36 represent requests for new employees, and 29 represent a requested authorization to convert temporary full-time positions to permanent continuing full-time positions to enhance the department's ability to attract and retain medical personnel. Seventeen of the 36 new positions are being created to enhance the Department's ability to provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs. Of the personal services funding increase, $1,096,000 was redirected-in to the Office of Paternity and Child Support from the Aid to Families with Dependent Children program (AFDC) to reflect the personnel costs the District incurs in operating the program. An additional $3,362,000 is necessary to fund the FY 1987 pay adjustment, within grades and related benefit requirements.

The nonpersonal services request is $421,518,000, an increase over FY 1986 of $24,114,000.

For supplies and materials, a net decrease of $624,000 is requested. The decrease results primarily from a redirection-out of $760,000 from the Bureau of Habilitation Services to the Mentally Retarded and Developmental Disabilities Administration and the Mental Health Administration to provide services for clients living in the community.

For energy, communication and rent, an increase of $390,000 over FY 1986 is requested.

For other services and charges, primarily services purchased on a contractual basis, a net increase of $8,924,000 over FY 1986 is requested.

A net redirection-in of $1,967,000 accounts for part of the increase. The redirections occur primarily in the Commission on Social Services where redirections-in total $2,035,000. In the Income Maintenance Administration, redirections-in will fund the following: $492,000 for the Title IV-D, 30 percent appropriated match; $500,000 for skill enhancement and training services for AFDC recipients; $130,000 for custodial, guard, and maintenance services; $75,000 for the Social Security Income (SSI) Advocacy project; and $400,000 for a payroll production and case management automated system. In Foster Care, $150,000 will fund ward travel. In the Commission of Public Health, a redirection-in of $160,000 will pay for services to those persons living in the community who have the dual-diagnosis of mental retardation and mental illness. Offsetting those redirections-in are $57,000 in redirections-out in the Commission of Public Health and $6,000 in redirections-in in Executive Direction and Support.

Requested increases for FY 1987 total $6,957,000. The Commission of Social Services increases total $944,000 and include $235,000 in Habilitation Services for service contracts to help compensate for essential personnel lost through attrition or redeployment; $59,000 for Income Maintenance for custodial, guard, and pest control services for the new Adams Morgan Center; $400,000 in the Mental Retardation and Developmental Disabilities Administration for transportation, assessments, and training services for 100 new Pratt clients and 289 D.C. Law 2-137 clients; $150,000 in Rehabilitation Services to conduct an independent living program for 20 severely handicapped individuals; $100,000 in Youth Services to fund contractual services for special education and training; and $240,000 for an intra-District agreement with D.C. Public Schools to fund Special Education Services for youth at the Receiving Home.

In the Commission of Public Health, increases for other services and charges total $6,013,000. Of this amount, $1,500,000 is requested to open one new and fully fund two other currently proposed comprehensive multi-modality substance abuse clinics; $206,000 is for mental health services to AIDS victims and their families; $500,000 is necessary to provide mental health services for homeless persons; $2,900,000 will fund contracts consistent with the mandate of the Dixon Decree; $651,000 is for educational and treatment services related to AIDS; and $250,000 will supplement another $250,000 from the base budget to fund community-based drug free therapeutic residential programs.

For subsidies and transfers, an increase of $15,600,000, or 4.6 percent over FY 1986, is requested. Of this amount, it is proposed that the Medicaid/Medical Charities program receive a net increase of $1,471,000. In Medicaid, there is a base reduction of $8,674,000 for FY 1987 because the federal government did not reduce its reimbursement percentage from 50/50 to 47/53 as anticipated in FY 1986. A redirection-out in the amount of $2,250,000 to the Bureau of Habilitation Services allows Forest Haven to contract directly with its providers and more closely monitor expenditures. Increases in Medicaid total $12,395,000. Those increases include $2,666,000 for an approximate 4.5 percent inflationary growth in costs; $1,470,000 to fund the new National Rehabilitation Hospital that opened in FY 1986 but was unbudgeted; $43,000 to increase payments for certain medical procedures; $7,289,000 for skilled/intermediate nursing services to annualize 350 new intermediate care facility (ICF) beds to be added in FY 1986, and to fund new ICF beds for the mentally retarded in FY 1987; an increase of $300,000 for the higher cost of prescription drugs and durable medical equipment to support in-home therapy; $300,000 to fund more cases plus the higher cost per case of home health care; and $327,000 to fund increased demand for for services at outpatient clinics.

In the Commission on Social Services, the requested net increase in subsidies and transfers is $3,909,000. Included in this amount is a net decrease of $405,000 in redirections. Major redirections-out include $4,428,000 from AFDC to General Public Assistance to fund a 4 percent benefit level increase for FY 1987 and to annualize a 5 percent benefit level increase to be granted in FY 1986, to fund underfunding in programs such as Emergency Assistance, and to fund the 30 percent match for the Title IV-D program in Income Maintenance. The balance of $150,000 in redirections-out is within the Foster Care Program, where it is being redirected to contractual services to more closely monitor costs. Major redirections-in for subsidies and transfers in the Commission on Social Services include $127,000 in Family Services to increase the hourly wage for chore aides to make their salaries comparable to personal care aides in the Commission of Public Health; and $600,000 in the Mental Retardation and Developmental Disabilities Administration to fund additional outplacements into the community.

Increases in the Commission of Social Services total $4,478,000. They include $583,000 in the Commissioner of Social Services control center to fund 55 new shelter beds; $220,000 in Emergency Assistance Grants; $227,000 in Child/Day Care Payments to provide 105 day care slots for Hispanic children and 122 voucher slots for AFDC clients participating in a work alternative program; $1,134,000 in the Foster Care program to fund 33 new residential foster care placements, and increases for the education portion of residential placement costs; $227,000 in Family Services $348,000 for a program to provide regular chore services; $345,000 in General Public Assistance to provide a $15.00 monthly supplement for 800 new Supplemental Security Income recipients and 150 new community residence facility placements; $600,000 in Mental Retardation and Developmental Disabilities to provide ser-ices to 50 additional developmentally disabled clients and 100 new Pratt clients; $450,000 in Youth Services to be allocated towards two new programs--$150,000 for a special education and training program, and $300,000 for in-home and aftercare services to delinquent youth; $365,000 to fund a special needs allowance of up to $160 per month for the day care costs of children of AFDC parents or guardian attending school or training classes; and $100,000 to be added to another $300,000 being redirected-in from the Office of Policy and Planning to consolidate program funding to train AFDC clients and assist them in getting jobs. Decreases include $325,000 in Day Care which will fund the majority of the special needs allowance in AFDC, and $264,000 in Foster Care which offsets the concomitant increase in Family Services needed to staff Intensive Search Unit and an Adoption Placement Unit.

In the Commission of Public Health, the net increase in the subsidies and transfers object class is $10,220,000. Redirections within the Commission of Public Health negate each other. The increases requested include $500,000 in the Commissioner's control center to fund 700 additional WIC food packages per month; $1,109,000 in the Long Term Care Administration to fund--a pay increase for personal care aides from $4.15 to $4.40 per hour at a cost of $318,000; a 5 percent cost-of living increase at J.B. Johnson Nursing Home at a cost of $191,000; and three initiatives for AIDS patients--$50,000 for AIDS supportive group homes, $100,000 for AIDS community residential facility (CRF) placements, and $450,000 for a program to provide home chore services for approximately 50 patients. In addition, $8,611,000 is requested in Mental Health Services to fund the St. Elizabeths Hospital payment, which is escalating each year as the federal portion decreases.

In equipment and equipment rental, $3,547,000 is requested, a decrease of $176,000.

Nonappropriated Budget Request

The nonappropriated budget request for FY 1987 is $316,741,000 and 2,523 positions, an increase of $23,092,000 or 7.9 percent over FY 1986 levels.

The personal services request is $65,038,000, an increase of $195,000. The nonpersonal services request is $251,703,000, an increase of $22,897,000 when compared to FY 1986.

The major programs funded by those revenues are (1) Medicaid, the reimbursements for which are budgeted at $187,737,000, an increase of $21,381,000, due primarily to increases in services provided by skilled nursing and intermediate care facilities, increased utilization of medical services, and higher administrative earnings; (2) Aid to Families with Dependent Children (AFDC), for which the federal contributions are budgeted at $54,028,000, a decrease of $1,953,000 due primarily to lower caseloads; (3) Foster Care, estimated at $9,140,000; (4) The Alcohol/Mental Health, Community Services, Maternal and Child Health, Preventive Health, and Social Services Block Grants, estimated at $22,314,000; (5) Vocational Rehabilitation Grants estimated at $13,510,000; (6) The Women, Infants, and Children Program projected at $5,500,000; (7) Various other federal grants comprising $14,949,000, while intra-District revenues of $4,929,000, and other revenues of $4,634,000 make up the balance of the nonappropriated budget.

The budget does not reflect the impact of the Balanced Budget and Emergency Deficit Reduction Act of 1985.

PROGRAM IMPACTS

The requested FY 1987 funding will allow DHS to provide a wide range of services to District residents. Major programs affected by the request are as follows:

Commissioner of Social Services

A $583,000 increase will provide funding for 55 new shelter beds, increasing the city's homeless shelter bed capacity to 1,013. Of the 55 new beds, 39 will be reserved for families, and 16 beds will be developed for the handicapped. In addition, 10 staff people detailed to the Commissioner's Office will be redirected-in to reflect current duty stations of residential placement, policy analysis and special assistance. Another redirection-out to Youth Services of $100,000 will provide the correct allocation of energy and communications funding.

Aid to Families with Dependent Children/Emergency Assistance

The Aid to Families with Dependent Children/Emergency Assistance's appropriated request of $44,057,000 is $3,843,000 or 8.0 percent less than FY 1986. Declining caseloads are the primary reason for the decrease in AFDC; however, the appropriated request for Emergency Assistance is slightly higher then in FY 1986 due to expected growth in both the number and cost of emergency assistance grants.

The AFDC appropriated request includes redirections-out to General Public Assistance (GPA) in the amount of $1,144,000 to fund an increase in the pa in the amount of $1,138,000 to fund base cost expenditures previously funded through reprogramming actions; to the Office of Paternity and Child Support Enforcement (IMPC) in the amount of $1,739,000 to be used as the 30 percent required appropriated match for the Title IV-D program; and to Emergency Assistance in the amount of $601,000 to correct base budget under-funding due to an increase in the number of grants as well as a 5 percent increase in the average cost per grant expected in FY 1987; to Family Services Administration (FSA) in the amount of $127,000 to increase the hourly wage of chore aides so that salary is comparable to personal care aides in the Commission of Public Health; $240,000 to the Youth Services Administration for special education services which will be provided by the D.C. Public Schools through an intra-District agreement; and $40,000 to fund an incentive payment within the AFDC responsibility center for AFDC clients to cover transportation and other costs incidental to training.

In Emergency Assistance, because of projected increases in program use, a $220,000 increase is requested to fund 600 new grants; also, an increase of $325,000 is requested in AFDC, to be supplemented by another $40,000 from within AFDC, to fund a special needs allowance of up to $160 per month for the day care costs of children of AFDC parents or guardians who regularly attend school or college or vocational or technical training.

Child Day Care

An increase of $571,000 will provide 105 family day care slots for Hispanic children and 122 voucher slots for AFDC clients participating in a work alternative program. A decrease of $325,000 will fund day care expenses in AFDC for parents or guardians attending school or vocational training.

Foster Care

The increases in this program are to fund 33 new residential foster care placements in the amount of $634,000, and increases associated with additional slots for the educational portion of residential placement costs in the amount of $500,000. Decreases of $264,000 will fund new positions in the Intensive Services Branch and a Foster Parent Adoption Unit in the Family Services Administration.

Bureau of Habilitation Services

An increase of $234,000 is needed to fund service contracts to staff basic operations; an additional $74,000 will replace worn furniture in the cottages. A redirection-in of $2,250,000 from the District's Medicaid fund will allow for closer monitoring of direct care services in the cottages by allowing the administration to contract directly with providers. Redirections-out total $760,000. They include $600,000 to the Bureau of Community Services to provide services to new disabled clients in the community and $160,000 to the Mental Health Services Administration to provide services to clients with the dual-diagnosis of mental illness and mental retardation.

Family Services Administration

The FY 1987 appropriated budget request for Family Services includes a net decrease of five positions that are being redirected to the Commissioner's Office for the Residential Placement Unit. The nonpersonal services request includes $277,000 for an increase in chore services to provide a more accessible pool of trained aides to serve approximately 100 AIDS patients, and $298,000 for an increase in regular chore services. An additional increase of $264,000 will fund 7 positions in the Intensive Services Branch and 7 positions for the Post Placement Adoption Services Unit. Both branches are understaffed at present. Three new positions will provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs. A redirection-in of $127,000 from AFDC will fund an increase in the hourly wages of chore aides to make their salaries comparable with those of personal care aides in the Commission of Public Health.

AIDS Program

In addition to the funding for chore services, an increase of $1,457,000 is requested to fund services related to AIDS detection, education, prevention, and support to AIDS patients. That $1,457,000 is allocated as follows:

- $15,000 for consultant services to provide special education on AIDS to general and treatment staff.
- $20,000 to conduct an AIDS study that will form the basis for determining the amount of funding that should be directed to public information, surveillance, and long term care of indigent AIDS victims.
- $141,000 for a high-risk identification and referral for counseling contract. The primary functions of this initiative will be to (1) identify those individuals at risk who are in substance abuse treatment, area hospitals, public health clinics, and other support services facilities; and (2) monitor individuals so identified to insure that appropriate contacts and appointments are kept, and that individuals do not escape from the system without treatment, if it is necessary.

- $50,000 for supportive group homes, which are living arrangements for five or fewer unrelated individuals, who do not require supervision.
- $100,000 to fund a community residential facility for tuberculosis and AIDS patients. This facility is for individuals who have no home and require 24-hour supervision. Restrictions against persons with communicable diseases residing in CRFs were lifted in January 1986, allowing this facility to be a feasible alternative for AIDS and tuberculosis patients.
- $450,000 to fund Home Alone or With Friends. This program is a personal care aide program for AIDS and tuberculosis patients.
- $206,000 for mental health services to AIDS victims and their families. Services will include assessment, evaluation, consultation, treatment, and case management.
- $325,000 for the expansion of AIDS-related activities to include public education, coordination of services, outreach to minority communities, staff training and education, and expansion of treatment and aftercare services.
- $150,000 for educational activities targeted at the at-risk population, the general public, and workers who must come into contact with AIDS patients.

General Public Assistance/Supplemental Security Income

A 9 percent increase, or $1,489,000, is requested over FY 1987 levels. A redirection-in of $1,144,000 will fund a proposed 4 percent benefit level increase in FY 1987 and annualize a proposed 5 percent increase in FY 1986; an increase of $345,000 will provide a $15.00 monthly supplement for 800 new Supplemental Security Income recipients and 150 new community residence facility (CRF) placements.

Income Maintenance Administration

The net increase in this program after redirections is $3,858,000, a 23.6 percent increase from FY 1986. A redirection-in from AFDC of $1,739,000 in the Office of Paternity and Child Support Enforcement (IMPC) will fund the 30 percent required appropriated match for the Title IV-D program; $1,138,000 is redirected-in from AFDC to fund base cost expenditures previously funded through reprogramming actions; $54,000 is redirected-out to the Office of the Commissioner to reflect current duty stations for two employees; and $400,000 from the Office of Policy and Planning, Executive Direction and Support, will consolidate program funding to train AFDC clients and assist them in getting jobs. The requested increase of $228,000 is to fund annual recurring costs associated with operating a service center in Adams Morgan to serve the Hispanic community. In addition, one other position is being created to provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs.

Mental Retardation and Developmental Disabilities Administration

This program is requesting a net increase of $2,457,000. Of that amount, $724,000 will fund 23 positions redirected from the Bureau of Habilitation Services to staff programs for outplaced clients. Another $1,605,000 will fund transportation costs for 100 new Forest Haven outplacements ($400,000), provide services to 75 new disabled clients and 100 new Pratt clients ($1,200,000), and provide equipment ($5,000).

Rehabilitation Services Administration

The requested appropriation includes an increase of $150,000 for independent living services for 20 severely disabled clients. Federal funds will supplement this amount by $100,000. Funds requested are for direct services to clients. An increase of two positions to provide bilingual services to Latino residents is also included. Funding is provided through an intra-District from the Office of Latino Affairs.

Youth Services Administration

The requested increase of $463,000 at Oak Hill is for special education and training. Recent congressional testimony has suggested that special education services for delinquents need major strengthening to assurecompliance with federal and local laws. An additional $300,000 is requested to fund improved in-home and aftercare services for 75 delinquent youths to help prevent continued delinquency. At the Receiving Home, an increase of $240,000 will fund Special Education services which will be provided by the D.C. Public Schools through an intra-District agreement.

Medicaid/Medical Charities

The FY 1987 requested budget for Medicaid/Medical Charities includes base reductions of $8,674,000 to reflect the impact of the increase in federal match from 47 to 50 percent. The budget request also includes a redirection-out of $2,250,000 to the Bureau of Habilitation Services in the Commission of Social Services. This redirection is necessary so that Forest Haven can contract directly with its providers, allowing for better cost monitoring. Requested increases in the Medicaid/Medical Charities budget include an increase in the amount of $2,666,000 for inflationary growth in costs of 4.5 percent; $1,470,000 to fund the new National Rehabilitation Hospital that opened in FY 1986; $7,289,000 for skilled/intermediate nursing services and to annualize 350 new intermediate care facility (ICF) beds to be added in FY 1986, and to fund 100 ICF beds for the mentally retarded in FY 1987; an increase of $300,000 for the higher cost of prescription drugs and durable medical equipment to support in-home therapy; $300,000 to fund more cases, plus the higher costs per case of home health care; $327,000 to fund increased demand for services at outpatient clinics; and $43,000 to increase reimbursements for certain medical procedures.

Commissioner of Public Health

In addition to the $20,000 increase requested for the AIDS study to survey high-risk groups, $500,000 is requested to fund 700 additional food packages per month for the Women, Infants and Children (WIC) program. Also, four positions will provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs.

Alcohol and Drug Abuse Administration

Increases in Alcohol and Drug Abuse include the two AIDS initiatives discussed previously - $15,000 for a special education program, and $141,000 for a program to identify and refer to treatment those persons currently in the treatment system who may have the AIDS virus. Additionally, $1,500,000 is requested to open three comprehensive multi-modality clinics. These clinics will replace one existing facility, which is no longer cost effective, and provide services in areas of the city where services are needed. An increase of $250,000 will be added to $250,000 from the base budget to fund community based drug free therapeutic residential programs at a total cost of $500,000. A redirection-out of $359,000 and six positions to the Bureau of Laboratories will cover the cost of drug testing for the courts.

Ambulatory Health Care Administration

Increases are requested for pay adjustments and annualizations in the amount of $462,000. A redirection-in of $487,000 allows for the conversion of 9 temporary positions in the Bureau of School Health Services and 20 temporary positions in the Bureau of Clinical Health services to continuing full-time positions. An increase of five positions will provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs.

Long Term Care Services Administration

The FY 1987 budget request for this program area includes a base reduction at D.C. Village of $300,000 which was provided for nonrecurring equipment purchases in FY 1986, and an increase of $190,000 for 13 term security guards, also at D.C. Village.

In Long Term Care, increases will fund 3 AIDS initiatives discussed previously-- $50,000 for AIDS supportive group homes, $100,000 for AIDS CRF placements, and $450,000 for the Home Alone or with Friends program. Another $318,000 will fund a pay increase for personal care aides from $4.15 to $4.40 per hour; and $191,000 will cover a 5 percent cost-of living increase in the contract at J.B. Johnson Nursing Home.

Mental Health Services Administration

The requested increase for FY 1987 includes $206,000 for services to AIDS victims; $8,611,000 for the St. Elizabeths Hospital payment which is escalating each year as the federal portion decreases; $500,000 to provide mental health services for homeless persons, and $2,900,000 to fund Dixon-related contracts. These contracts provide a full range of psycho-social rehabilitation and socialization activities, crisis stabilization, and support services designed to reduce the need for psychiatric hospitalization, and other community-based services in the least restrictive setting. A redirection-in of $160,000 from the Bureau of Habilitation Services will provide services to clients with the dual-diagnosis of mental illness and mental retardation.

Preventive Health Services Administration

Two AIDS initiatives, discussed previously, totalling $475,000 are funded in this program to expand prevention, education, and training activities. A redirection-in of $359,000 and six positions to the Bureau of Laboratories from the Alcohol and Drug Abuse Services Administration will fund drug testing services for the District Court. Additionally, two positions will provide bilingual services to Latino residents. Funding is provided through an intra-District from the Office of Latino Affairs.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

Summary

The requested increase of $29,665,000 in the FY 1987 budget, which represents a 5.8 percent increase over the FY 1986 budget, will enable the Department of Human Services to effectively move forward in fulfilling its mandates and goals.

New initiatives or expanded programs address the needs of those with special needs or limited resources. Examples include the funding of:

- 600 new emergency assistance grants.
- Day care slots for Hispanics and AFDC mothers.
- AIDS initiatives that provide for identification and treatment of patients through a myriad of approaches, as well as education and training for the general public and those workers who must come in contact with AIDS patients.
- Special education targeted at youthful offenders and in-home and aftercare services for delinquent youth once they have been released.
- Continued outplacements of the mentally retarded into community residential facilities.
- An increase in the number of food packages distributed under the WIC program.
- Three multi-modality drug abuse clinics.
- Increased foster care residential placements.

These and other DHS programs ensure that all residents of the District, regardless of special need or ability to pay, will receive comprehensive health and social services.

PROGRAM PERFORMANCE DATA

MEASURES	FY 1984	FY 1985	FY 1986	FY 1987
Emergency Assistance				
Applications taken	15,306	15,437	16,200	17,400
Applications approved	12,508	11,882	12,510	13,100
Approval Rate	82%	77%	77%	75%
AFDC Program				
Average monthly caseload	23,514	22,472	21,800	21,300
Average monthly stipend (District)	$140.08	$150.81	$154.22	$165.81
Day Care slots	5,728	5,948	6,512	6,617
Income Maintenance				
Absent parents located	862	1,100	1,200	1,300
Quality Assurance Case Audits	1,919	5,020	7,000	7,000
Foster Care				
Neglect reports investigated (families)	2,760	2,808	2,945	2,969
Number of Clients				
Traditional foster care	1,301	1,293	1,264	934
Consortium Services	478	514	433	506
Group homes	455	478	500	490
	2,234	2,285	2,197	1,930
Adult Protection				
Cases receiving protection	562	600	900	1,000
Cases evaluated	299	300	600	750
Percent evaluated	53%	50%	67%	75%
Bureau of Habilitation Services				
Resident census	514	393	300	250
Number of residents with current IHP	514	393	300	250

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FUND:
Name & Code

AGENCY:
Name & Code

	FY 1984	FY 1985	FY 1986	FY 1987
Number of residents receiving at least 5 hours of programming	466	399	286	236
Program effectiveness rate	91%	86%	95%	94%
Mental Retardation/ Developmental Disabilities				
Pratt clients placed	107	58	100	100
D.C. Law 2-137 clients placed	29	16	8	75
Number of Individual Habilitation Plans developed	N/A	65	100	120
Drug Abuse Services				
Patients treated	5,156	6,142	6,862	8,962
Patients completing treatment	540	570	1,290	1,290
Program completion rate	10%	9%	19%	14%
Long Term Care				
D.C. Village occupancy rate	85%	80%	90%	95%
Average daily population	449	425	454	479
J.B. Johnson occupancy rate	95%	98%	98%	98%
Average Daily population	231	240	240	240
Mental Health Services				
Client visits	122,582	122,437	138,000	174,000
Preventive Health				
Epidemiological Investigations	3,700	4,000	4,200	4,700
Laboratory specimens processed	355,000[a]	325,000[a]	341,000[a]	394,700[a]
AIDS case history investigations	...	260	350	480
AIDS screening-high risk persons	...	...	...	15,000
AIDS cases reported	95	119[b]	c	c
AIDS deaths	69	37[b]	c	c
Medicaid				
Number of recipients	105,307	97,805	98,000	98,000

[a] ADASA specimen counts have historically been included in this program measure and represent 74,700 of the specimens to be processed in FY 1987.

[b] Through 9/31/85.

[c] Not able to predict at this time.

Discussion of Programmatic Trends

Emergency Assistance

The number of grants for emergency assistance is expected to increase by 6.0 percent from FY 1986 to FY 1987. The budget request includes a $220,000 increase to fund 600 new emergency assistance grants.

AFDC Program

The average monthly caseload is projected to decline 2.0 percent from FY 1986 to FY 1987 due to increased efforts to get AFDC mothers into the workforce.

Day Care Slots

In FY 1987 the number of day care slots will increase by 3.0 percent due to the funding of 105 slots for Hispanic children.

Income Maintenance

The Income Maintenance Administration (IM) continues to vigorously enforce a comprehensive child support enforcement program, resulting in continuing increases in the number of absent parents located and quality assurance case audits.

Foster Care

The number of traditional foster care placements is expected to decline by approximately 12.0 percent from FY 1986 to FY 1987 due to increased success with alternative placement programs such as the bridge program.

Adult Protection

In FY 1987, the number of adult cases receiving protection is projected to attain a level 78 percent higher than FY 1984, the year of passage of the Adult Protective Services Act. This increase can be attributed to greater public awareness of both child and adult abuse in the community.

Bureau of Habilitation Services

The resident census at Forest Haven continues to decline as clients are outplaced into community settings. The facility is scheduled to be closed

October 1, 1987. However, the lack of community support for community residence facilities has inhibited the rate of outplacement.

Drug Abuse Services
The number of patients receiving treatment should increase by 1,260 from FY 1986 to FY 1987. The increase will be accommodated through the opening of three multi-modality substance abuse clinics in FY 1987, which will increase the number of treatment slots by 1,050. The program completion rate should remain relatively constant; increases in the completion rate have occurred as a result of increased emphasis on individualizing the program.

Mental Retardation and Developmental Disabilities
The number of Pratt clients outplaced from Forest Haven into the community slowed as a result of community opposition to group homes resulting in the low number of placements in FY 1985. However, the administration is mandated by the Pratt Court Order to outplace 100 clients a year, so the projected target for FY 1987 reflects that mandate.

Preventive Health
Preventive Health will assume responsibility for ADASA drug testing in FY 1987. However, the projected workload for laboratory specimens processed shows an increase in FY 1987 not due to ADASA specimen counts, which have historically been included in Preventive Health statistics, but due to an increased number of requests by the courts. The number of AIDS case history investigations has increased as a result of the increase in reported AIDS cases. In FY 1987, the administration will begin to screen high-risk patients such as intravenous drug users for exposure to the AIDS virus; it is projected that 15,000 people will be screened in FY 1987.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER		FY 1986–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1986 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
DD	Executive Direction and Support	462	22,225	461	23,959	461	24,345	...	+386	370	24,646	15	562	...	33	846	49,586
CS	Commissioner of Social Services	34	3,266	57	10,187	67	11,133	+10	+946	26	1,298	...	29	2	364	95	12,824
AF	Aid to Families with Dependent Children/Emergency Assistance	...	52,825	...	47,895	...	44,052	...	-3,843	...	41,460	...	2,146	...	...	...	87,658
DC	Child Day Care	...	13,117	...	15,137	...	15,383	...	+246	...	683	...	...	...	...	...	16,066
FC	Foster Care	...	19,347	...	20,178	...	21,048	...	+870	...	5,238	...	...	...	1,700	...	27,986
FH	Bureau of Habilitation Services	291	14,516	250	12,280	226	13,123	-24	+843	252	9,640	...	12	1	28	479	22,803
FS	Family Services Administration	143	8,536	132	10,170	144	11,046	+12	+876	168	9,381	...	...	...	100	312	20,527
	TOTAL AGENCY																
OBJECT CLASS DETAIL 11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers																
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES																
	TOTAL AGENCY																
PERSONNEL SUMMARY	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CPT Pos.	Amount	CPT Pos.	Amount	CPT Pos.	Amount	CPT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	Total Pos.	Amount
GP	General Public Assistance/SSI	...	17,639	...	17,412	...	18,901	...	+1,489	...	156	...	1,361	...	...	...	20,418
IM	Income Maintenance Administration	381	15,472	391	16,327	391	20,185	...	+3,858	561	16,641	...	...	...	24	952	36,850
MR	Mental Retardation and Developmental Disabilities Administration	153	13,415	181	16,202	204	18,659	+23	+2,457	35	1,146	...	...	1	25	240	19,830
RS	Rehabilitation Services Administration	...	...	...	5,028	2	5,824	+2	+796	360	11,518	...	...	...	48	362	17,390
	TOTAL AGENCY																
OBJECT CLASS DETAIL																	
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers																
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES																
	TOTAL AGENCY																
PERSONNEL SUMMARY																	
	Average CPT Employment									▨	▨	▨	▨	▨	▨		
	Average CPT Salary									▨	▨	▨	▨	▨	▨		
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

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1980

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
VR	Vocational Rehabilitation Services Administration	...	5,118	...	...	...	...	...	...	...	...	...	...	...	...	...	...
YS	Youth Services Administration	411	21,171	414	21,124	412	22,523	-2	+1,399	28	1,561	...	1	8	428	448	24,513
MM	Medicaid/Medical Charities	...	126,325	...	153,450	...	154,921	...	+1,471	...	148,330	...	400	...	...	...	303,651
CH	Commissioner of Public Health	78	4,453	91	5,183	100	5,818	+9	+635	38	7,350	...	...	...	88	138	13,256
AD	Alcohol and Drug Abuse Administration	243	17,609	265	21,862	259	23,585	-6	+1,723	74	1,497	...	2	...	1,400	333	26,484
AH	Ambulatory Health Care Administration	303	16,059	336	17,851	369	18,313	+33	+462	197	5,992	...	8	...	222	566	24,535
	TOTAL AGENCY																

OBJECT CLASS DETAIL																	
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers																
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES																
	TOTAL AGENCY																

PERSONNEL SUMMARY																
Average CFT Employment																
Average CFT Salary																
Average All Other Employment																
Total FTE Employment																
Overtime & Other Pay FTE Employment																
Average FTE Salary																

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1981

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER		FY 1986 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
CV	D.C. Village	442	12,527	455	13,709	455	13,745	...	+36	261	10,603	...	110	...	1	716	24,459
LT	Long Term Care Administration	48	8,398	48	8,427	48	9,589	...	+1,162	32	7,529	...	...	...	...	80	17,118
MH	Mental Health Services Administration	254	15,173	271	68,294	271	81,165	...	+12,871	29	1,043	...	2	7	130	307	82,340
PH	Preventive Health Services Administration	99	4,807	107	6,901	115	7,883	+8	+982	49	1,466	...	1	9	338	173	9,688
GC	Grant Contingency Fund	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL AGENCY	3,342	411,997	3,459	511,576	3,524	541,241	+65	+29,665	2,480	307,178	15	4,634	28	4,929	6,047	857,982
OBJECT CLASS DETAIL																	
11	Regular Pay		81,544		93,986		98,568		+4,582		...		...		417		98,985
12	Other Regular Pay		5,485		7,126		7,554		+428		56,388		465		882		65,289
13	Additional Gross Pay		8,525		2,815		2,815		...		707		...		1		3,523
14	Fringe Benefits		10,353		10,245		10,786		+541		5,999		47		132		16,964
	TOTAL PERSONAL SERVICES		105,907		114,172		119,723		+5,551		63,094		512		1,432		184,761
20	Supplies		5,022		5,706		5,082		-624		3,680		100		240		9,102
30a	Energy		5,117		5,436		4,793		-643		346		...		...		5,139
30b	Communications		2,515		1,860		2,579		+719		...		...		...		2,579
30c	Building Rent		8,977		7,803		8,117		+314		1,354		...		...		9,471
40	Other Services & Charges		28,610		33,808		42,732		+8,924		16,041		...		1,513		60,286
50	Subsidies & Transfers		253,429		339,068		354,668		+15,600		220,868		3,982		1,715		581,233
60	Land & Buildings		...		...		...		...		...		...		...		...
70	Equipment & Equipment Rental		2,420		3,723		3,547		-176		1,795		40		29		5,411
	TOTAL NONPERSONAL SERVICES		306,090		397,404		421,518		+24,114		244,084		4,122		3,497		673,221
	TOTAL AGENCY		411,997		511,576		541,241		+29,665		307,178		4,634		4,929		857,982
PERSONNEL SUMMARY																	
	Average CFT Employment		3,003		3,307		3,375		+68		...		...		...		3,375
	Average CFT Salary		27		28		29		+1		...		...		...		29
	Average All Other Employment		258		275		258		-17		2,480		15		70		2,823
	Total FTE Employment		3,261		3,582		3,626		+44		2,480		15		60		6,181
	Overtime & Other Pay FTE Employment		263		109		61		-48		24		...		...		85
	Average FTE Salary		27		28		30		+1		23		31		22		27

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1982

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfer In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	[illegible]	FTE Pos	Amount	FTE Pos	Amount
DDDD		OFFICE OF THE DIRECTOR														
		Redirections														
	5.1	Redirection-out to Office of Policy and														
		Planning for rent	30c	...	257			...	-73						...	-73
	6.0	Redirection-within Office of Director													...	+1
		a. Communications	30d	...	17			...	+1						...	-1
		b. Rent	30c	...	184			...	-1							
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+34	...	+34
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+4	...	+4
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDDD						[...]	[-73]				[...]	[+47]	[...]	[-26]
DDDA		OFFICE OF ADMINISTRATION														
		Redirections														
	5.2	Redirections-out of Office of Administration														
		(DDDA) to Office Policy and Planning (DDDP)														
		for														
		a. Energy	30a	...	197			...	-54						...	-54
		TOTAL CONTROL CENTER														

*See schedule no.

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1983

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: EXECUTIVE DIRECTION AND SUPPORT (DG)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Rent	30c	...	338			...	-45						...	-45
	7.0	Redirection within the Office of Administration														
		(DODA) for														
		a. Communications	30b	...	76			...	+38						...	+38
		b. Rent	30c	...	293			...	-38						...	-38
		Increases														
	51.1	Increase for FY 87 pay adjustment														
		a. Regular Pay	11										...	+137	...	+137
		b. Other Regular Pay	12										...	+1	...	+1
		c. Fringe Benefits	14										...	+15	...	+15
	52.1	Increase for within grades														
		a. Regular Pay	11										...	+43	...	+43
		b. Fringe Benefits	14										...	+5	...	+5
													...		...	
		Subtotal Responsibility Center DODA						[...]	[-99]				[...]	[+201]	[...]	[+102]
DODC		OFFICE OF THE CONTROLLER														
		Redirections														
	8.0	Redirection within the Office of the Controller														
		a. Energy	30a	...	31			...	-31						...	-31
		b. Rent	30c	...	552			...	+31						...	+31
		TOTAL CONTROL CENTER														

*See Schedule 4a.

1984

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+53	...	+53
		b. Other Regular Pay	12	...	...								...	+5	...	+5
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+21	...	+21
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		Subtotal Responsibility Center DDDC						[...]	[+0]				[...]	[+87]	[...]	[+87]
DDDH		OFFICE OF FAIR HEARINGS														
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDDH											[...]	[+4]	[...]	[+4]
DDDI		OFFICE OF INSPECTION AND COMPLIANCE														
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+26	...	+26
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDDI											[...]	[+36]	[...]	[+36]
DDDP		OFFICE OF POLICY AND PLANNING														
		Redirections														
	5.3	Redirection-in from Office of the Director (DDDD)														
		for rent	30c	...	199			...	+73						...	+73
	5.3	Redirection-in from Office of Administration														
		(DDDA) for rent	30c	...	272			...	+99						...	+99
	5.3	Redirection-in from Office of Mental Health														
		System Reorganization (DDMH) for rent	30c	...	371			...	+13						...	+13
	9.0	Redirections within Office of Policy and Planning														
		(DDDP) for														
		a. Energy	30a	...	9			...	-9						...	-9
		b. Communications	30b	...	62			...	-18						...	-18
		c. Rent	30c	...	384			...	+27						...	+27
	10.1	Redirections-out of Office of Policy and														
		Planning (DDDP) to Office of Program														
		Operations (IMPO)														
		a. Office Supplies	20	...	32			...	-32						...	-32
		b. Communications	30b	...	41			...	-41						...	-41
		c. Maintenance/repair of machinery and														
		equipment	40	...	6			...	-6						...	-6
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

1986

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: (Name & Code) EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		d. Travel	40	...	13			...	-13						...	-13
		e. Consultants/contracts	40	...	137			...	-137						...	-137
		f. Printing	40	...	16			...	-16						...	-16
		g. Postage	40	...	5			...	-5						...	-5
		h. Equipment/equipment rental	70	...	50			...	-50						...	-50
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+30	...	+30
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDOP						...	[-115]				...	[+47]	...	[-68]
DDOS		OFFICE OF INFORMATION SYSTEMS														
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+18	...	+18
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	59.0	Increase in communications	30b	...	15								...	+186	...	+186
		Subtotal Responsibility Center DDOS											[...]	[+217]	[...]	[+217]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
DDDV		OFFICE OF VETERANS AFFAIRS														
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDDV											[...]	[+6]	[...]	[+6]
DDHC		OFFICE OF HEALTH CARE FINANCING														
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDHC											[...]	[+19]	[..!]	[19]
		TOTAL CONTROL CENTER														

(N811/85.1) *See Schedule 4a.

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1988

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)
AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: EXECUTIVE DIRECTION AND SUPPORT (DD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/−)		Transfers In/Out (+/−)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/−)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
DDMH		OFFICE OF MENTAL HEALTH SYSTEM REORGANIZATION														
		Redirections														
	5.4	Redirection-out to Office of Policy and Planning (DDDP)														
		a. Energy	30a	...	1			...	-1						...	-1
		b. Communications	30b	...	7			...	-3						...	-3
		c. Rent	30c	...	75			...	-9						...	-9
	11.0	Redirection within Office of Mental Health System Reorganization (DDMH)														
		a. Other Regular Pay	12	...	378			...	+13						...	+13
		b. Supplies	20	...	4			...	+2						...	+2
		c. Other Services and Charges	40	...	452			...	+6						...	+6
		d. Equipment	70	...	45			...	-21						...	-21
		Increases														
	51.1	Increase for FY 1987 pay adjustment														
		a. Other Regular Pay	12	...	...								...	+14	...	+14
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	52.1	Increase for within grades														
		a. Other Regular Pay	12	...	...								...	+5	...	+5
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center DDMH						...	[-13]				[...]	[+22]	[...]	[+9]
		TOTAL CONTROL CENTER						...	-300				...	+686	...	+386

OB11/85.1 *See Schedule 4a.

1989

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CSCS		OFFICE OF THE COMMISSIONER														
		Redirections														
	34.2	Redirection-in from the Community														
		Services Division (YS) for Youth														
		Program Liaison														
		a. One DS-7 Youth Counselor	11	...	...			+1	+20						+1	+20
		b. Fringe Benefits	14	...	...			...	+2						...	+2
	19.2	Redirection-in from the Health Services														
		Division (FH) for coordination of														
		community residential facilities														
		a. One DS-13 Mental Health Officer	11	...	...			+1	+45						+1	+45
		b. Fringe Benefits	14	...	...			...	+4						...	+4
	23.2	Redirection-in from the Office of the														
		Administrator (FS) for staff analysis														
		and support functions														
		a. One DS-12 Program Analyst	11	1	39			+1	+33						+1	+33
		b. Fringe Benefits	14	...	4			...	+3						...	+3
	29.2	Redirection-in from the Office of														
		Program Operations (IM) for staff														
		analysis and support functions														
		a. One DS-12 Supervisory Social														
		Service Representative	11	...	...			+1	+34						+1	+34
		b. DS-4 Clerk-Typist	11	...	...			+1	+15						+1	+15
		c. Fringe Benefits	14	...	...			...	+5						...	+5
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

1990

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	23.2	Redirection-in from the Child and														
		Family Services Division (FS) for														
		staff analysis and support functions														
		a. One DS-11 Social Worker	11	11	269			+1	+29						+1	+29
		b. Fringe Benefits	14	...	27			...	+3						...	+3
	12.1	Redirection-out from personal services														
		to the Residential Placement Unit (CSRP)														
		for support staff														
		a. One DS-13 Deputy Program Director	11	1	41			-1	-41						-1	-41
		b. One DS-11 Assistant Housing														
		Administrator	11	1	35			-1	-35						-1	-35
		c. Fringe Benefits	14	...	7			...	-7						...	-7
	13.2	Redirection-in from communications to														
		allocate energy costs within the														
		Office of the Commissioner	30a	...	50			...	+41						...	+41
	13.1	Redirection-out to energy to														
		allocate energy costs within the														
		Office of the Commissioner	30b	...	170			...	-41						...	-41
	14.1	Redirection-out to the Alternative														
		Detention Division (YS) from communications	30b	...	170			...	-91						...	-91
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/−)		Transfers In/Out (+/−)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/−)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	51.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+19	...	+19
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	52.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center CSCS						[+4]	[+19]				[...]	[+28]	[+4]	[+47]
CSES		OFFICE OF EMERGENCY SHELTER AND SUPPORT SERVICES														
		Increases														
	51.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+18	...	+18
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	52.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	60.0	Increase of 55 new shelter beds	50	...	5,832								...	+583	...	+583
		Subtotal Responsibility Center CSES											[...]	[+608]	...	[+608]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CSSP		OFFICE OF SOCIAL SERVICES PLANNING AND DEVELOPMENT														
	15.1	Redirection-out to allocate communications costs within the Office of Social Services Planning and Development (CS)	30a	...	28			...	-19						...	-19
	15.2	Redirection-in to allocate communications costs	30b	...	28			...	+19						...	+19
	14.1	Redirection-out to the Alternative Detention Division (YS) to allocate energy costs	30a	...	28			...	-9						...	-9
		Increases														
	51.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+19	...	+19
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	52.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center CSSP						[...]	[-9]				[...]	[+26]	...	[+17]
		TOTAL CONTROL CENTER														

OBM/85.1 *See Schedule 4a.

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1993

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: (Name & Code) GENERAL (100) AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA) CONTROL CENTER: (Name & Code) COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CSRP		RESIDENTIAL PLACEMENT UNIT														
		Redirections														
	12.2	Redirection-in from the Office of the														
		Commissioner (CSCS) to provide staffing														
		a. One DS-13 Deputy Program Director	11	...	...			+1	+41						+1	+41
		b. One DS-11 Assistant House														
		Administrator	11	...	...			+1	+35						+1	+35
		c. Fringe Benefits	14	...	...			...	+7						...	+7
	23.2	Redirection-in from the Child and Family														
		Services Division (FS) to monitor and														
		recommend treatment for clients														
		a. Three DS-11 Social Workers	11	...	...			+3	+86						+3	+86
		b. Regular Pay Other	12	...	...			...	+56						...	+56
		c. Fringe Benefits	14	...	...			...	+15						...	+15
	34.2	Redirection-in from the Community														
		Services Division (YS) for staff														
		realignment														
		a. One DS-6 Secretary	11	...	...			+1	+19						+1	+19
		b. Fringe Benefits	14	...	...			...	+2						...	+2
		TOTAL CONTROL CENTER														

OBM 11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF SOCIAL SERVICES (CS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	51.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center CSRP						[+6]	[+261]				[...]	[+13]	[+6]	[+274]
		TOTAL CONTROL CENTER						+10	+271				...	+675	+10	+946

OB11/85.3 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code AID TO FAMILIES WITH DEPENDENT CHILDREN (AF)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
AFDC		AID TO FAMILIES WITH DEPENDENT CHILDREN														
		Redirections														
	16.1	Redirection-out General Public Assistance (GPPA) to fund a portion of the 5 percent increase in the benefit payment level	50	...	44,395			...	-1,144						...	-1,144
	17.1	Redirection-out to Emergency Assistance (AFEA) to partially fund the anticipated increase in costs	50	...	44,395			...	-601						...	-601
	16.1	Redirection-out to Office of Program Operations (IMPO) for the cost of additional leased space, guard services, and other recurring costs at 1207 Taylor Street, N.W.	50	...	44,395			...	-63						...	-63
	16.1	Redirection-out to IMPO to fully fund custodial services at various location of the Decentralized Service Centers	50	...	44,395			...	-100						...	-100
	16.1	Redirection-out to fully fund the Office of Management Systems (IMMS) contract	50	...	44,395			...	-400						...	-400
	16.1	Redirection-out to fully fund the Public Assistance Advocacy Project	50	...	44,395			...	-75						...	-75
	16.1	Redirection-out to IMPO for AFDC Skill-Enchancement Services	50	...	44,395			...	-500						...	-500
	16.1	Redirection-out to Office of Paternity and Child Support Enforcement (IMPC) to reflect the District match for the Title IV-D Program														
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: (Name & Code) AID TO FAMILIES WITH DEPENDENT CHILDREN (AF)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Operation Authority	50	...	44,395			...	-1,739						...	-1,739
	16.1	Redirection-out to Social Services														
		Division (FSSS) to fully fund the														
		hourly increase reimbursement for														
		Chore Aids from $3.19 to $4.17	50	...	44,395			...	-127						...	-127
	16.1	Redirection-out to Receiving Home for Children														
		(YSRH) to fully fund the Special Education														
		Services under Public Law 94-142	50	...	44,395			...	-240						...	-240
	16.1	Redirection-out to set-up fund within the														
		responsibility center for training stipend	50	...	44,395			...	-40						..	-40
	16.6	Redirection-in to set up fund within														
		responsibility center for training stipend	50	...	44,395			...	+40						...	+40
		Increases														
	61.0	Increase to fund Special Training														
		program for AFDC Clients under Bill No. 6-339	50	...	44,395								...	+325	...	+325
		Subtotal Responsibility Center AFDC						[...]	[-4,989]				[...]	[+325]	[...]	[-4,664]
AFEA		EMERGENCY ASSISTANCE														
		Redirections														
	17.2	Redirection-in from AFDC to partially														
		fund the Emergency Assistance														
		anticipated increase in costs	50	...	3,500			...	+601						...	+601
		TOTAL CONTROL CENTER														

OB11/86.1 *See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code: AID TO FAMILIES WITH DEPENDENT CHILDREN (AF)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	62.0	Increase to fund anticipated increase														
		in the cost of Emergency Assistance														
		Program	50	...	3,500								...	+220	...	+220
		Subtotal Responsibility Center AFEA						[...]	[+601]				[...]	[+220]	[...]	[+821]
		TOTAL CONTROL CENTER						...	-4,388				...	+545	...	-3,843

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code CHILD DAY CARE (DC)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Matching Funds	CFT Pos.	Amount	CFT Pos	Amount
DCPY		DAY CARE PAYMENTS														
		Increases														
	63.0	Increase in family day care slots for bilingual clients	50	...	...								...	246	...	246
		Subtotal Responsibility Center DCPY											[...]	[+246]	...	[+246]
		TOTAL CONTROL CENTER											...	+246	...	+246

3811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100) AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA) CONTROL CENTER: (Name & Code) FOSTER CARE (FC)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
FCPY		FOSTER CARE PAYMENT														
		Redirections														
	18.1	Redirection-out from FCPY to the 4 newly created														
		responsibility centers FCBC, FCED, FCMD, and														
		FCOF	50	...	20,178			...	-20,178						...	-20,178
		Subtotal Responsibility Center FCPY						[...]	[-20,178]						[...]	]-20,178]
FCBC		BOARD AND CARE														
		Redirecitions														
	18.2	Redirection-in from Foster Care Payments (FCPY)														
		to create a new Responsibility Center FCBC	50	...	.....			...	+12,628						...	+12,628
		Increases														
	64.1	Increase for Foster Care residential placements	50										...	+470	...	+470
		Subtotal Responsibility Center FCBC						[...]	[+12,628]				[...]	[+470]	[...]	[+13,098]
FCED		EDUCATIONAL SERVICES														
		Redirections														
	18.3	Redirection-in from Foster Care Payments (FCPY)														
		to create a new responsibility center FCED	50					...	+3,300						...	+3,300
		Increases														
	64.2	Increase for Foster Care educational costs	50										...	+400	...	+400
		Subtotal Responsibility Center FCED						[...]	[+3,300]				[...]	[+400]	[...]	[+3,700]
		TOTAL CONTROL CENTER		▨	▨											

G011/86.1 *See Schedule 4a.

2000

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code: FOSTER CARE (FC)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
FCMD		MEDICAL CARE														
		Redirections														
	18.4	Redirection-in from Foster Care Payments (FCPY)														
		to create a new responsibility center FCMD	50					...	+2,250						...	+2,250
		Subtotal Responsibility Center FCMD						[...]	[+2,250]						[...]	[+2,250]
FCOF		OTHER FEES														
		Redirections														
	18.5	Redirection-in from Foster Care Payments (FCPY)														
		to create a new responsibility center FCOF for:														
		a. Ward Travel	40					...	+150						...	+150
		b. Other	50					...	+1,850						...	+1,850
		Subtotal Responsibility Center FCOF						[...]	[+2,000]						[...]	[+2,000]
		TOTAL CONTROL CENTER		▨	▨			...	.....				...	+870	...	+870

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
FHFH		DIRECTION AND SUPPORT														
		Redirections														
	22.2	Redirection-in from Administrative Services														
		(FHAN) to prepare Medicaid costs reports														
		a. Supplies	20	...	...			...	+3						...	+3
		b. Communications	30b	...	...			...	+9						...	+9
		c. Subsidies and Transfers	50	...	...			...	+10						...	+10
		d. Equipment	70	...	...			...	+34						...	+34
		Increases														
	51.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		Subtotal Responsibility Center FHFH						[...]	[+56]				[...]	[+14]	[...]	[+70]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
FHAN		ADMINISTRATIVE SERVICES														
		Redirections														
	19.1	Redirection-out to the Office of the Administrator (MRMR) for the re-establishment of cafeteria space in the Bundy Building														
		a. One SW-5 Food Service Worker Foreman	11	1	27			-1	-27						-1	-27
		b. Four RW-4 Food Service Workers	11	12	217			-4	-74						-4	-74
		c. One SW-2 Housekeeping Aid Foreman	11	3	70			-1	-24						-1	-24
		d. One LW-3 Housekeeping Aid	11	1	18			-1	-18						-1	-18
		e. One RW-5 Motor Vehicle Operator	11	1	17			-1	-17						-1	-17
		f. Fringe Benefits	14	...	35			...	-16						...	-16
	20.1	Redirection-out to the Bureau of Community Services (MRSC) to fund services for mentally retarded persons														
		a. Supplies	20	...	921			...	-509						...	-509
	21.1	Redirection-out to the Office of the Administrator (RSRS) for building rent														
		a. Energy	30a	...	1,986			...	-346						...	-346
	22.1	Redirection-out to Direction and Support (FHFH) to prepare Medicaid cost reports														
		a. Supplies	20	...	921			...	-3						...	-3
		b. Communications	30b	...	107			...	-9						...	-9
		c. Subsidies and Transfers	50	...	207			...	-10						...	-10
		d. Equipment	70	...	51			...	-34						...	-34
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code: BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	22.1	Redirection-out to Health Services (FHHS) to														
		prepare Medicaid cost reports														
		a. Supplies	20	...	921			...	-115						....	-115
		b. Communications	30b	...	107			...	-2						...	-2
		c. Subsidies and Transfers	50	...	237			...	-152						...	-152
		d. Equipment	70	...	51			...	-10						...	-10
	22.1	Redirection-out to Residential Living (FHMR)														
		to prepare Medicaid cost reports														
		a. Supplies	20	...	921			...	-190						...	-190
		b. Other Services and Charges	40	...	1,079			...	-427						...	-427
		c. Subsidies and Transfers	50	...	237			...	-60						...	-60
		Increases														
	51.3	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+70	...	+70
		b. Fringe Benefits	14	...	...								...	+8	...	+8
	52.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center FHAN						[-8]	[-2,043]				[..]	[+80]	[-8]	[-1,963]
FHHS		HEALTH SERVICES DIVISION														
		Redirections														
	22.3	Redirection-in from Administrative Services (FHAN)														
		TOTAL CONTROL CENTER														

0811/81.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code: BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		to prepare Medicaid cost reports														
		a. Supplies	20	...	...			...	+115						...	+115
		b. Communications	30b	...	...			...	+2						...	+2
		c. Other Services and Charges	40	...	...			...	+152						...	+152
		d. Subsidies and Transfers	50	...	...			...	+10						...	+10
	19.1	Redirection-out to the Bureau of Community Services (MRSC) two positions to satisfy personnel needs														
		a. One DS-15 Medical Officer	11	1	62			-1	-62						-1	-62
		b. One DS-14 Dental Officer	11	1	53			-1	-53						-1	-53
		c. Fringe Benefits	14	...	11			...	-11						...	-11
	19.1	Redirection-out to the Commissioner on Social Services (CSCS) for coordination of community residential facilities														
		a. One DS-13 Mental Health Officer	11	1	45			-1	-45						-1	-45
		b. Fringe Benefits	14	...	4			...	-4						...	-4
	20.1	Redirection-out to the Bureau of Community Services (MRSC) to fund services for mentally retarded persons														
		a. Supplies	20	...	921			...	-91						...	-91
		Increases														
	51.3	Increases for FY 1987 pay adjustment														
		TOTAL CONTROL CENTER														

2005

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (10G)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center FHHS						[-3]	[+13]				[...]	[+7]	[-3]	[+20]
FHHR		RESIDENTIAL LIVING DIVISION														
		Redirections														
	22.4	Redirection-in from Administrative Services (FHAN) to prepare Medicaid cost reports														
		a. Supplies	20	...	...			...	+190						...	+190
		b. Other Services and Charges	40	...	...			...	+427						...	+427
		c. Subsidies and Transfers	50	...	...			...	+60						...	+60
	35.2	Redirection-in from Other Vender Payments (MMVP) for habilitation and treatment services contract														
		a. Subsidies and Transfers	50	...	...			...	+2,250						...	+2,250
	19.1	Redirection-out to the Development Services Center (MRCA) from continuing full-time of five positions that were projected as surplus														
		a. One DS-11 Special Education Teacher	11	1	27			-1	-27						-1	-27
		b. One DS-14 Medical Officer	11	2	97			-1	-51						-1	-51
		c. One DS-12 Vocational Rehabilitation Specialist	11	1	35			-1	-35						-1	-35
		TOTAL CONTROL CENTER														

OBI1/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		d. One DS-06 Mental Health Technician	11	2	38			-1	-17						-1	-17
		e. One DS-07 Vocational Rehabilitation Assistant	11	1	18			-1	-18						-1	-18
		f. Fringe Benefits	14	...	21			...	-15						...	-15
	19.1	Redirection-out from continuing full-time of 8 positions to satisfy the personnel needs in the Bureau of Community Services (MRSC)														
		a. Three DS-11 Social Workers	11	4	115			-3	-96						-3	-96
		b. One DS-11 Psychologist	11	1	30			-1	-30						-1	-30
		c. One DS-12 Case Manager	11	1	37			-1	-37						-1	-37
		d. One DS-09 Vocational Rehabilitation Specialist	11	2	53			-1	-25						-1	-25
		e. One DS-11 Mental Health Officer	11	1	25			-1	-25						-1	-25
		f. One DS-07 Teacher	11	1	22			-1	-22						-1	-22
		g. Fringe Benefits	14	...	28			...	-24						...	-24
	20.1	Redirection-out to the Office of the Administrator (MHMH) for contractual services														
		a. Supplies	20	...	921			...	-160						...	-160
		Increases														
	51.3	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+50	...	+50
		b. Fringe Benefits	14	...	...								...	+5	...	+5
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code BUREAU OF HABILITATION SERVICES (FH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	52.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe. Benefits	14	...	...								...	+1	...	+1
	65.0	Increase for services contracts for basic														
		operations	40	...	...								...	+234	...	+234
	66.0	Increases for furniture and fixtures	70	...	...								...	+74	...	+74
		Subtotal Responsibility Center FHMR						[-13]	[2,345]				[...]	[+371]	[-13]	[2,716]
		TOTAL CONTROL CENTER		▨	▨			-24	+371				...	+472	-24	+843

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code FAMILY SERVICES ADMINISTRATION (FS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
FSFS		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	23.1	Redirection-out to the Office of the Commissioner (CS) for staff analysis and support functions														
		a. One DS-12 Program Analyst	11	2	58			-1	-33						-1	-33
		b. Fringe Benefits	14	...	6			...	- 3						...	-3
	24.2	Redirection-in from Child Day Care Services Division (FSCC) for alignment of staff														
		a. One DS-09 Administrative Assistant	11	...	...			+1	+26						+1	+26
		b. One DS-12 Social Service Program Specialist	11	...	...			+1	+34						+1	+34
		c. Fringe Benefits	14	...	...			...	+6						...	+6
		Increases														
	51.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center FSFS						[+1]	[+30]				[...]	[+10]	[+1]	[+40]
		TOTAL CONTROL CENTER														

0811/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code FAMILY SERVICES ADMINISTRATION (FS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
FSCC		CHILD DAY CARE SERVICES DIVISION														
		Redirections														
	24.1	Redirection-out to the Office of the Administrator for alignment of staff														
		a. One DS-09 Administrative Assistant	11	1	28			-1	-26						-1	-26
		b. One DS-12 Social Science Program Specialist	11	1	34			-1	-34						-1	-34
		c. Fringe Benefits	14	...	6			...	-6						...	-6
		Increases														
	51.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
	56.1	Increase for bilingual services														
		a. Three DS-09 Social Service Representatives	11	...	...							9	+3	...	+3	...
		Subtotal Responsibility Center FSCC						[-2]	[-66]				[3]	[+9]	[+1]	[-57]
FSCF		CHILD AND FAMILY SERVICES DIVISION														
		Redirections														
	23.1	Redirection-out to residential placement unit to monitor and recommend treatment for clients(CS)														
		a. Three DS-11 Social Workers	11	25	768			-3	-142						-3	-142
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER **7**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER. Name & Code FAMILY SERVICES ADMINISTRATION (FS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	77			...	-15						...	-15
	23.1	Redirection-out to Office of the Commissioner for														
		staff analysis and support functions														
		a. One DS-11 Social Worker	11	25	768			-1	-29						-1	-29
		b. Fringe Benefits	14	...	77			...	-3						...	-3
		Increases														
	51.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+58	...	+58
		b. Fringe Benefits	14	...	...								...	+6	...	+6
	52.4	Increase for within grades														
		a. Regular Pay	11	...	....								...	+36	...	+36
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	55.1	Increase for Case Services														
		a. Two DS-12 MSW Supervisors	11									9	+2	+52	+2	+52
		b. Two DS-11 MSW Social Workers	11									9	+2	+37	+2	+37
		c. Eight DS-09 MSW Social Workers	11									9	+8	+126	+8	+126
		d. Two DS-05 Clerk-Typist	11									9	+2	+23	+2	+23
		e. Fringe Benefits	14									9	...	+26	...	+26
		Subtotal Responsibility Center FSCF						[-4]	[-189]				[+14]	[+367]	[+10]	[+178]
		TOTAL CONTROL CENTER		▨	▨											

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code FAMILY SERVICES ADMINISTRATION (FS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
FSSS		SOCIAL SERVICES DIVISION														
		Redirections														
	16.4	Redirection-in from Aid to Families With Dependent Children (AFDC) to increase the hourly reimbursement for Chore Aids	50					...	+127						...	+127
		Increases														
	51.4	Increase in FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	67.0	Increase for Chore Services														
		a. AIDS chore services	50										...	+227	...	+227
		b. Chore services	50	...	3,755								...	+346	...	+348
		Subtotal Responsibility Center FSSS						[..]	[+127]				[..]	[+588]	...	[+715]
		TOTAL CONTROL CENTER						-5	-98				+17	+974	+12	+876

GB11/85.1 *See Schedule 4a.

2012

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code GENERAL PUBLIC ASSISTANCE (GP)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
GPIP		SUPPLEMENTAL SECURITY INCOME														
		Increases														
	68.0	Increase in District supplement to fund 800 additional SSI cases	50	...	5,281								...	+144	...	+144
	69.0	Increase in domiciliary care supplements for an increase of 150 placements in community residential facilities	50	...	5,281								...	+201	...	+201
		Subtotal Responsibility Center GPIP											[...]	[+345]	[...]	[+345]
GPPA		GENERAL PUBLIC ASSISTANCE														
		Redirections														
	16.2	Redirection-in from Aid to Families With Dependent Children to fund 4% increase in the benefit payment level	50	...	12,131			...	+1,144						...	+1,144
		Subtotal Responsibility Center GPPA						[...]	[+1,144]						[...]	[+1,144]
		TOTAL CONTROL CENTER						...	+1,144				...	+345	...	+1,489

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: (Name & Code) INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
IMIM		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	25.1	Redirection-out to the Office of Paternity and														
		Child Support to align communication costs														
		a. Rent	30c	...	15			...	-5						...	-5
	28.2	Redirection-in from Program Operations to align														
		staff and cost to their working responsibility														
		center														
		a. One DS-15 Special Assistant	11	1	64			+1	+64						+1	+64
		b. One DS-13 Special Assistant	11	1	37			+1	+37						+1	+37
		c. Fringe Benefits	14	...	10			...	+10						...	+10
	26.0	Redirection within Office of Administrator to														
		align communications and rent costs														
		a. Communications	30b	...	...			...	+10						...	+10
		b. Rent	30c	...	15			...	-10						...	-10
		Increases														
	51.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		Subtotal Responsibility Center IMIM						[+2]	[+106]				[...]	[+15]	[+2]	[+121]
		TOTAL CONTROL CENTER	▨	▨	▨	/										

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND (Name & Code): GENERAL (100)

AGENCY (Name & Code): DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER (Name & Code): INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
IMMS		OFFICE OF MANAGEMENT SYSTEMS														
		Redirections														
	25.3	Redirection-in from Office of Program Operations														
		to align communications														
		a. Communications	30b	...	...			...	+25						...	+25
		Increases														
	51.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+2	...	+2
	52.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center IMMS						[...	[+25]				[..]	[+3]	[...]	[+28]
IMPC		PATERNITY AND CHILD SUPPORT														
		Redirections														
	16.3	Redirection-in from Aid to Families With Dependent Children to reflect Title IV-D program														
		match														
		a. Regular Pay	11	...	...			...	+901						...	+901
		b. Regular Pay Other	12	...	...			...	+147						...	+147
		c. Fringe Benefits	14	...	...			...	+122						...	+122
		d. Supplies	20	...	...			...	+9						...	+9
		e. Other Services and Charges	40	...	...			...	+511						...	+511
		TOTAL CONTROL CENTER		▨	▨											

OB11/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		f. Equipment	70	...	...			...	+49						...	+49
	25.4	Redirection-in from Program Operations to align communications and rent costs														
		a. Communications	30b	...	...			...	+55						...	+55
		b. Rent	30c	...	...			...	+505						...	+505
	25.4	Redirection-in from Office of Administrator to align communications and rent costs														
		a. Communications	30b	...	...			...	+5						...	+5
		Subtotal Responsibility Center IMPC						...	[+2,304]						[...]	[+2,304]
IMPO		OFFICE OF PROGRAM OPERATIONS														
		Redirections														
	28.1	Redirection-out of two positions and funding to the Office of the Administrator														
		a. One DS-15 Special Assistant	11	1	64			-1	-64						-1	-64
		b. One DS-13 Special Assistant	11	1	37			-1	-37						-1	-37
		c. Fringe Benefits	14	...	10			...	-10						...	-10
	29.1	Redirection-out of two positions and funding to the Office of the Commissioner (CS) for staff analysis and support														
		a. One DS-12 Supervisory Social Service Rep.	11	10	334			-1	-34						-1	-34
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. One DS-04 Clerk (Typist)	11	5	76			-1	-15						-1	-15
		c. Fringe Benefits	14	...	41			...	-5						...	-5
	25.2	Redirection-out to the Office of Management Systems to align communications and rent costs														
		a. Rent	30c	...	2,568			...	-25						...	-25
	25.2	Redirection-out to the Office of Paternity and Child Support to align communications and rent costs														
		a. Communications	30b	...	368			...	-28						...	-28
		b. Rent	30c	...	2,568			...	-532						...	-532
	27.0	Redirections within the Office of Program Operation to align energy and rent costs														
		a. Energy	30a	...	101			...	+18						...	+18
		b. Rent	30c	...	2,568			...	-18						...	-18
	34.3	Redirection-in of one position and funding from Community Services Division (YS)														
		a. One DS-05 Social Service Representative	11	...	...			+1	+16						+1	+16
		b. Fringe Benefits	14	...	...			...	+2						...	+2
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	16.3	Redirection-in from Aid to Families With Dependent Children to lease space and make improvements to General Public Assistance program facility														
		a. Rent	30c	...	2,568			...	+25						...	+25
		b. Other Services and Charges	40	...	1,950			...	+30						...	+30
		c. Equipment	70	...	151			...	+8						...	+8
	16.3	Redirection-in from Aid to Families With Dependent Children for service center needs	40	...	1,950			...	+100						...	+100
	16.3	Redirection-in from Aid to Families With Dependent Children for IMMS contract base budget	40	...	1,950			...	+400						...	+400
	16.3	Redirection-in from Aid to Families With Dependent Children to fund Supplemental Security Income Advocacy Project	40	...	1,950			...	+75						...	+75
	16.3	Redirection-in from Aid to Families With Dependent Children to fund AFDC Skill Enhancement	40	...	1,950			...	+500						...	+500
	10.2	Redirection-in from Office of Policy and Planning for Self-Sufficiency program														
		a. Other Regular pay	12	...	...			...	+91						...	+91
		b. Fringe Benefits	14	...	...			...	+9						...	+9
		c. Supplies	20	...	...			...	+11						...	+11
		d. Communications	30b	...	...			...	+10						...	+10
		e. Rental	30c	...	...			...	+113						...	+113
		f. Other Services and Charges	40	...	...			...	+29						...	+29
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DEPARTMENT CF HUMAN SERVICES (JA)

CONTROL CENTER: (Name & Code) INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		g. Subsidies and Transfers	50	...	...			...	+12						...	+12
		h. Equipment	70	...	...			...	+25						...	+25
		Increases														
	51.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+198	...	+198
		b. Fringe Benefits	14	...	...								...	+20	...	+20
	52.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+72	...	+72
		b. Fringe Benefits	14	...	...								...	+7	...	+7
	53.1	Increase for annualization of 12 positions for														
		Food Stamp Program														
		a. Regular Pay	11	...	...								...	+67	...	+67
		b. Fringe Benefits	14	...	...								...	+7	...	+7
	70.0	Increase for new Adams Morgan service center to														
		be allocated as follows:														
		a. Supplies	20	...	...								...	+12	...	+12
		b. Communications	30b	...	...								...	+24	...	+24
		c. Rent	30c	...	...								...	+73	...	+73
		d. Other Services and Charges	40	...	...								...	+59	...	+59
		e. Equipment	70	...	...								...	+60	...	+60
	71.0	Increase for self-sufficiency training slots	50	...	...								...	+100	...	+100
		TOTAL CONTROL CENTER														

5B11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code INCOME MAINTENANCE ADMINISTRATION (IM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available*		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	56.2	Increase of one position to provide bilingual														
		services to Latino residents. Funding is														
		provided through an intra-District from the														
		Office of Latino Affairs.														
		a. One DS-07 Social Service Representative	11	...	...							9	+1	...	+1	...
		Subtotal Responsibility Center IMPO						[-3]	[+706]				[+1]	[+699]	[-2]	[+1,405]
		TOTAL CONTROL CENTER						-1	+3,141				...	+717	...	+3,858

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL RETARDATION/DEVELOPMENTAL DISABILITIES ADMINISTRATION (MR)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
MRMR		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	19.3	Redirection-in from Administrative Services (FHAM) for the re-establishment of cafeteria space in the Bundy Building														
		a. One SW-05 Food Sevice Worker Foreman	11	...	...			+1	+27						+1	+27
		b. Four RW-04 Food Service Workers	11	1	19			+4	+74						+4	+74
		c. One SW-02 Housekeeping Aid Foreman	11	...	...			+1	+24						+1	+24
		d. One LW-03 Housekeeping Aid	11	...	...			+1	+18						+1	+18
		e. One RW-05 Motor Vehicle Operator	11	...	...			+1	+17						+1	+17
		f. Fringe Benefits	14	...	2			...	+16						...	+16
		Increases														
	51.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center MRMR						[+8]	[+176]				[...]	[+15]	[+8]	[+191]
		TOTAL CONTROL CENTER														

(0811/85.) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL RETARDATION/DEVELOPMENTAL DISABILITIES ADMINISTRATION (MR)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections in/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
MRCA		DEVELOPMENTAL SERVICES CENTER														
		Redirections														
	19.3	Redirection-in from residential living (FHMR)														
		projected surplus positions														
		a. One DS-11 Special Education Teacher	11	...	...			+1	+27						+1	+27
		b. One DS-14 Medical Officer	11	...	...			+1	+51						+1	+51
		c. One DS-12 Vocational Rehabilitation														
		Specialist	11	1	38			+1	+35						+1	+35
		d. One DS-06 Mental Health Technician	11	3	51			+1	+17						+1	+17
		e. One DS-07 Vocational Rehabilitation														
		Assistant	11	...	...			+1	+18						+1	+18
		f. Fringe Benefits	14	...	9			...	+15						...	+15
	30.1	Redirection-out to the Bureau of Community														
		Services (MRSC) for Communications and Rent														
		a. Communications	30b	...	22			...	-1						...	-1
		b. Rent	30c	...	214			...	-36						...	-36
		Increases														
	51.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+17	...	+17
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER														

0011/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL RETARDATION/DEVELOPMENTAL DISABILITIES ADMINISTRATION (MR)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	52.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility MRCA						[+5]	[+126]				[...]	[+24]	[+5]	[+150]
MRSC		BUREAU OF COMMUNITY SERVICES														
		Based Reductions														
	1.0	Reduction for nonrecurring equipment	70	...	125	...	-5								...	-5
		Redirections														
	19.3	Redirection-in from Residental Living (FHMR) to														
		satisfy personnel needs														
		a. Three DS-11 Social Workers	11	16	476			+3	+96						+3	+96
		b. One DS-11 Psychologist	11	1	27			+1	+30						+1	+30
		c. One DS-12 Case Manager	11	...	...			+1	+37						+1	+37
		d. One DS-09 Vocational Rehabilitation														
		Specialist	11	...	...			+1	+25						+1	+25
		e. One DS-11 Mental Health Officer	11	...	...			+1	+25						+1	+25
		f. One DS-07 Teacher	11	...	...			+1	+22						+1	+22
		g. Fringe Benefits	14	...	50			...	+24						...	+24
		TOTAL CONTROL CENTER														

CG11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code: MENTAL RETARDATION/DEVELOPMENTAL DISABILITIES ADMINISTRATION (MR)

Resp. - Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	19.3	Redirection-in from Health Services (FHHS) to satisfy personnel needs														
		a. One DS-15 Medical Officer	11	...	...			+1	+62						+1	+62
		b. One DS-14 Dental Officer	11	...	...			+1	+53						+1	+53
		c. Fringe Benefits	14	...	...			...	+11						...	+11
	30.2	Redirection-in from the Developmental Services Center (MRCA) for Communications and Rent														
		a. Communications	30b	...	...			...	+1						...	+1
		b. Rent	30c	...	30			...	+36						...	+36
	20.2	Redirection-in from the Administrative Services Division (FHAN) to fund services for mentally retarded persons	50	...	8,826			...	+509						...	+509
	20.2	Redirection-in from the Health Services Division (FHHS) to fund services for mentally retarded persons	50	...	8,826			...	+91						...	+91
		Increases														
	51.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+74	...	+74
		b. Fringe Benefits	14	...	...								...	+8	...	+8
	52.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+15	...	+15
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER	▨	▨	▨											

*See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL RETARDATION/DEVELOPMENTAL DISABILITIES ADMINISTRATION (MR)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	72.0	Increase for transportation for 100 new Forest														
		Haven outplacements	40	...	1,569								...	+400	...	+400
	73.0	Increase for services to 75 new developmentally														
		disabled clients and 100 new Pratt Clients	50	...	8,826								...	+600	...	+600
		Subtotal Responsibility Center MRSC					[-5]	[+10]	[+1,022]				[...]	[+1,099]	[+10]	[+2,116]
		TOTAL CONTROL CENTER					-5	+23	+1,324				...	+1,138	+23	+2,457

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code REHABILITATION SERVICES ADMINISTRATION (RS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
RSRS		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	31.1	Redirection-out to Services to Handicapped and														
		Disabled and to Work Incentive Program for														
		Communications and Rent														
		a. Communications	30b	...	97			...	-62						...	-62
		b. Rent	30c	...	392			...	-68						...	-68
	21.2	Redirection-in-from Administrative														
		Services (FHAN) for building rent														
		a. Rent	30c	...	392			...	+346						...	+346
		Increases														
	51.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+102	...	+102
		b. Fringe Benefits	14	...	...								...	+11	...	+11
	52.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
	74.0	Increase for services to severely disabled														
		clients	40	...	17								...	+150	...	+150
		Subtotal Responsibility Center RSRS						[..]	[+216]				[...]	[+265]	...	[+481]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code REHABILITIATION SERVICES ADMINISTRATION (RS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
RSSH		SERVICES TO HANDICAPPED AND DISABLED														
		Redirections														
	31.2	Redirections-in from the Office of the Administrator (RSRS) for communications and rent														
		a. Communications	30b	...	...			...	+80						...	+80
		b. Rent	30c	...	...			...	+34						...	+34
		Increases														
	51.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+154	...	+154
		b. Fringe Benefits	14	...	...								...	+17	...	+17
	52.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+5	...	+5
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	56.3	Increase of two positions to provide bilingual services														
		a. Two DS-07 Voc. Rehabilitation Specialist	11	...	753							9	+2	...	+2	...
		Subtotal Responsibility Center RSSH						[...]	[+114]			[...]	[+2]	[+117]	[+2]	[+291]
RSWI		WORK INCENTIVE PROGRAM														
		Redirections														
	31.3	Redirection-in from the Office of the Administrator (RSRS) for communications														
		a. Communications	30b	...	...			...	+16						...	+16
		TOTAL CONTROL CENTER														

OBI1/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER Name & Code REHABILITATION SERVICES ADMINISTRATION (RS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	51.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center RSWI						[...]	[+16]				[...]	[+8]	...	[+24]
		TOTAL CONTROL CENTER						...	+346				+2	+450	+2	+796

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) GENERAL (100)
AGENCY: (Name & Code) DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: (Name & Code) YOUTH SERVICES ADMINISTRATION (YS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
YSYS		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	32.1	Redirection-out to Receiving Home (YSRH) for energy and communications														
		a. Energy	30b	...	38			...	-24						...	-24
		b. Communications	30a	...	60			...	-20						...	-20
	32.1	Redirection-out to Alternative Detention (YSAD) for energy, communications and rent														
		a. Energy	30a	...	38			...	-8						...	-8
		b. Communications	30b	...	60			...	-29						...	-29
		c. Rent	30c	...	88			...	-88						...	-88
		Increases														
	51.8	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.8	Increases for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center YSYS						[...]	[-169]				[...]	[+16]	[...]	[-153]
		TOTAL CONTROL CENTER														

*See Schedule 4a.

1633

2029

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code YOUTH SERVICES ADMINISTRATION (YS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
YSAD		ALTERNATIVE DETENTION DIVISION														
		Redirections														
	14.2	Redirection-in from Social Services Planning and														
		Development (CS) to allocate energy costs														
		a. Energy	30a		...			...	+9						...	+9
	14.2	Redirection-in from Office of the Commissioner														
		(CS) for communications costs														
		b. Communications	30b		...			...	+91						...	+91
	32.3	Redirection-in from Community Services Division														
		(YSCS) to reallocate rent cost														
		c. Rent	30c		...			...	+7						...	+7
	32.3	Redirection-in from Office of the Administrator														
		(YSYS) for energy, communications and rent														
		a. Energy	30a		...			...	+8						...	+8
		b. Communications	30b		...			...	+29						...	+29
		c. Rent	30c		...			...	+88						...	+88
		Increases														
	51.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100) AGENCY: DEPARTMENT OF HUMAN SERVICES (JA) CONTROL CENTER: YOUTH SERVICES ADMINISTRATION (YS)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986 - FY1987 Net Adjustment (+/-)	
				FT Pos	Amount	FT Pos	Amount	FT Pos	Amount	FT Pos	Amount	Priority Number	FT Pos	Amount	FT Pos	Amount
	75.0	Increase for In Home and After Care Services	50		2,876									+300	...	+300
		Subtotal Responsibility Center YSAD						[...]	[+232]				[...]	[+316]	[...]	[+548]
YSCS		COMMUNITY SERVICES DIVISION														
		Redirection														
	34.1	Redirection-out to Residential Placement Unit (CS) one position and funding for the centralization of staff														
		a. DS-06 Secretary	11	2	42			-1	-19						-1	-19
		b. Fringe Benefits	14	...	4			...	-2						...	-2
	34.1	Redirection-out to the Office of the Commissioner (CS) for staff analysis and support functions														
		a. DS-07 Youth Counselor	11	1	20			-1	-20						-1	-20
		b. Fringe Benefits	14	...	2			...	-2						...	-2
	34.1	Redirection-out to Office of Program Operations (IM) one position and funding														
		a. DS-05 Social Services Representative	11	7	117			-1	-16						-1	-16
		b. Fringe Benefits	14	...	12			...	-2						...	-2
	33.0	Redirection within Community Services Division to allocate energy, communications and rent														
		a. Energy	30a	...	30			...	-30						...	-30
		TOTAL CONTROL CENTER														

*See Schedule K.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code YOUTH SERVICES ADMINISTRATION (YS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Communications	30b	...	4			...	+39						...	+39
		c. Building Rent	30c	...	125			...	-9						...	-9
	32.2	Redirection-out to Oak Hill (YSOH)														
		to reallocate energy and rental														
		costs														
		a. Building Rent	30c	...	125			...	-109						...	-109
	32.2	Redirection-out of Community Services Division														
		to Alternative Detention (YSAD) to reallocate														
		rent costs														
		a. Building Rent	30c	...	125			...	-7						...	-7
		Increases														
	51.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+45	...	+45
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	52.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+15	...	+15
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center YSCS						[-3]	[-177]				[...]	[+66]	[-3]	[-111]
		TOTAL CONTROL CENTER														

OBR-1/85-1 *See Schedule 4a.

61-329 O-86--7

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code YOUTH SERVICES ADMINISTRATION (YS)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
YSOH		OAK HILL YOUTH CENTER														
		Redirections														
	32.4	Redirection-in from Community Services Division														
		(YSCS) to reallocate energy and rent cost														
		a. Energy	30a		517			...	+39						...	+39
		b. Rent	30c	...	...			...	+70						...	+70
		Increases														
	51.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+137	...	+137
		b. Fringe Benefits	14	...	...								...	+14	...	+14
	52.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+26	...	+26
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	55.2	Increase of one CFT position														
		for swimming pool at Oak Hill														
		a. DS-09 Recreation Specialist	11	236	5,929								+1	+17	+1	+17
		b. Fringe Benefits	14	...	598								...	+2	...	+2
	76.0	Increase for Special Education Program														
		a. Other Regular Pay	12	...	142								...	+180	...	+180
		b. Supplies	20	...	336								...	+33	...	+33
		c. Contractual Services	40	...	74								...	+100	...	+100
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: YOUTH SERVICES ADMINISTRATION (YS)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	77.0	Increase for Special Education Services for the Handicapped	50	...	.....								...	+150	...	+150
		Subtotal Responsibility Center YSOH						[...]	[+109]				[+1]	[+662]	[+1]	[+771]
YSRH		RECEIVING HOME FOR CHILDREN (YSRH)														
		Redirections														
	32.5	Redirection-in from Office of the Administrator (YSYS) for energy and communications														
		a. Energy	30a	...	63			...	+24						...	+24
		b. Communications	30b	...	15			...	+20						...	+20
	16.5	Redirection-in from Aid to Families With Dependent Children (AFDC) for educational program														
		a. Contractual Services	40	...	.....			...	+240						...	+240
		Increases														
	51.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+45	...	+45
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	52.8	Increase for within grades														
		a. Regular Pay	11	...	...									+9	...	+9
		b. Fringe Benefits	14	...	...									+1	...	+1
		Subtotal Responsibility Center YSRH						[...]	[+284]				[..]	[+60]	[...]	[+344]
		TOTAL CONTROL CENTER		▨	▨			-3	+279				+1	+1,120	-2	+1,399

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MEDICAID/MEDICAL CHARITIES (MM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
MMEH		ST. ELIZABETHS HOSPITAL														
		Base Reductions														
	2.1	Reduction to correct the federal funding match														
		to 50 percent	50	...	13,848	...	-973						...	...	...	-973
		Increases														
	78.1	Increase for inflationary growth in the costs of														
		inpatient and outpatient services	50	...	...	...	...						...	+592	...	+592
		Subtotal Responsibility Center MMEH				[...]	[-973]						[...]	[+592]	[...]	[-381]
MMGH		D. C. GENERAL HOSPITAL														
		Base Reductions														
	2.2	Reduction to correct the federal funding match														
		to 50 percent	50	...	12,427	...	-596						...	...	...	-596
		Increases														
	78.2	Increase for inflationary growth in costs	50	...	...	...	...						...	+367	...	+367
		Subtotal Responsibility Center MMGH				[...]	[-596]						[...]	[+367]	[...]	[-229]
MMHI		INPATIENT HOSPITAL SERVICES														
		Base Reductions														
	2.3	Reduction to correct the federal funding match														
		to 50 percent	50	...	49,206	...	-2,493						...	...	...	-2,493
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MEDICAID/MEDICAL CHARITIES (MM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	78.3	Increase for inflationary growth in costs	50	...	...	...	...						...	+491	...	+491
	80.0	Increase to fund the National Rehabilitation														
		Hospital that opened in FY 1986	50	...	...	...	...						...	+1,470	...	+1,470
		Subtotal Responsibility Center MMHI				[...]	[-2,493]						[...]	[+1,961]	[...]	[-532]
MMHL		OUTPATIENT HOSPITAL SERVICES														
		Base Reduction														
	2.4	Reduction to correct the federal funding match														
		to 50 percent	50	...	9,463	...	-922						...	...	...	-922
		Increases														
	78.4	Increase for inflationary growth in costs	50	...	...	...	...						...	+305	...	+305
		Subtotal Responsibility Center MMHL				[...]	[-922]						[...]	[+305]	[...]	[-617]
MMPP		PHYSICIAN SERVICES														
		Base Reductions														
	2.5	Reduction to correct the federal funding match														
		to 50 percent	50	...	10,953	...	-821						...	...	...	-821
		Increases														
	81.0	Increase for higher reimbursement for certain														
		procedures in FY 1986	50	...	...	...	...						...	+43	...	+43
		Subtotal Responsibility Center MMPP				[...]	[-821]						[...]	[+43]	[...]	[-778]
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4c.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MEDICAID/MEDICAL CHARITIES (MM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
MMSN		SKILLED AND INTERMEDIATE NURSING SERVICES														
		Base Reductions														
	2.6	Reduction to correct the federal funding match														
		to 50 percent	50	...	31,759	...	-1,754						...	...	...	-1,754
		Increases														
	78.5	Increase for inflationary growth in costs	50	...	...								...	+911	...	+911
	79.0	Increase for the annualization of ICF and ICF-MR														
		nursing home beds added in FY 1986														
		a. ICF	50	...	...								...	+3,310	...	+3,310
		b. ICF-MR	50	...	...								...	+1,855	...	+1,855
	82.0	Increase for 100 new ICF-MR beds in FY 1987	50	...	...								...	+1,184	...	+1,184
		Subtotal Responsibility Center MMSN				[...]	[-1,754]						[...]	[+7,260]	[...]	[+5,506]
MMVP		VENDOR PAYMENTS-OTHER														
		Base Reductions														
	2.7	Reduction to correct the federal funding match														
		to 50 percent	50	...	21,765	...	-1,115								...	-1,115
		Redirections														
	35.1	Redirection-out to Residential Living Division														
		(FH) to fund habilitation and treatment services	50	...	...			...	-2,250						...	-2,250
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: MEDICAID/MEDICAL CHARITIES (MM)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	B3.0	Increase for the higher cost of prescription														
		drugs and durable medical equipment to support														
		in-home therapy	50	...	...								...	+300	...	+300
	B4.0	Increase for 100 new community placements in														
		mental retardation day treatment programs	50	...	...								...	+940	...	+940
	B5.0	Increase for the higher utilization of services														
		a. home health care	50	...	...								...	+300	...	+300
		b. clinic services	50	...	...								...	+327	...	+327
		Subtotal Responsibility Center MMVP				[...]	[-1,115]	[...]	[-2,250]				[...]	[+1,867]	[...]	[-1,498]
		TOTAL CONTROL CENTER				...	-8,674	...	-2,250				...	+12,395	...	+1,471

0811/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code COMMISSIONER OF PUBLIC HEALTH (CH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986 - FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CHCH		OFFICE OF THE COMMISSIONER														
		Redirections														
	36.1	Redirection-out to energy to Nutrition														
		Program	30a	...	32			...	-32						...	-32
	36.1	Redirection-out to communications														
		within the Commission of Public Health	30b	...	35			...	-16						...	-16
		Increases														
	61.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+20		+20
		b. Fringe Benefits	14	...	...								...	+1		+1
	52.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center CHCH						[...]	[-48]				[...]	[+29]	[...]	[-20]
CHCM		OFFICE OF THE CHIEF MEDICAL EXAMINER														
		Base Reductions														
	3.0	Reductions for nonrecurring equipment	70	...	25		-22	...	...						...	-22
		Redirections														
	36.3	Redirections-in from Office of the Commissioner														
		to cover increased costs of communications	30b	...	11			...	+6						...	+6
		TOTAL CONTROL CENTER														

OB11/80.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF PUBLIC HEALTH (CH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	51.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+23	...	+23
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	52.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		Subtotal Responsibility Center CHCM					[-22]	...	[+ 6]				[...]	[+29]	[...]	[+13]
CHEM		OFFICE OF EMERGENCY HEALTH AND MEDICAL SERVICES														
		Redirections														
	36.2	Redirection-out to Office of Health Planning and Development for rent	30c	...	23				- 2						...	-2
	36.4	Redirection-in from Office of the Commissioner to cover increased cost of communications	30b	...	1				+ 3						...	+3
		Increases														
	51.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center CHEM							[+ 1]				...]	[+6]	[...]	[+7]
		TOTAL CONTROL CENTER														

(9/11/85.) *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code COMMISSIONER OF PUBLIC HEALTH (CH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
CHHP		OFFICE OF HEALTH PLANNING AND DEVELOPMENT														
		Redirections														
	36.5	Redirection-in from Office of Emergency Health														
		and Medical Services for rental increase	30c	...	50			...	+2						...	+2
		Increases														
	51.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
	86.1	Increase for AIDS study	40	...	...								...	+20	...	+20
		Subtotal Responsibility Center CHHP						[...]	[+2]				[...]	[+31]	[...]	[+33]
CHNP		OFFICE OF NUTRITION PROGRAMS														
		Redirections														
	36.6	Redirection-in from Office of the Commissioner														
		for increased cost of energy	30a	...	...			...	+32						...	+32
	36.6	Redirection-in from Office of the Commissioner														
		for increased cost of communications	30b	...	7			...	+7						...	+7
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code COMMISSIONER OF PUBLIC HEALTH (CH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increase														
	51.9	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+8	...	+8
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	52.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
	55.3	Increase for the bilingual team														
		a. Four DS-04 Nutrition Technicians	11	...	...							9	+4	+48	+4	+48
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	56.4	Increase for bilingual services to Latino														
		Residents														
		Two DS-11 Nurtritionist	11	...	...							...	2	...	2	...
		Two DS-09 Outreach Coordinator	11	...	...							...	2	...	2	...
		One DS-04 Clerk	11	...	...							...	1	...	1	...
	87.0	Increase for WIC food packages	50	...	100								...	+500	...	+500
		Subtotal Responsibility Center CNNP						[...]	[+39]			[...]	[+9]	[+563]	[+9]	[+602]
		TOTAL CONTROL CENTER					-22	...	...			...	+9	+657	+9	+635

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code ALCOHOL AND DRUG ABUSE ADMINISTRATION (AD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
ADAD		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	37.1	Redirection-out to various responsibility														
		centers from building rent for energy,														
		communications, and building rent	30c	...	85			...	-82						...	-82
	38.1	Redirection-out to communications from														
		building rent within the responsibility center	30c	...	85			...	-3						...	-3
	38.2	Redirection-in from building rent to														
		communications within the responsibility center	30b	...	4			...	+3						...	+3
		Increases														
	51.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...			...	...	+8	...	+8
		b. Fringe Benefits	14	...	...			...	...			...	...	+1	...	+1
	52.10	Increase for within grades														
		a. Regular Pay	11	...	...			...	...			...	...	+1	...	+1
	86.2	Increase for contractual consultant														
		services in special education of AIDS	40	...	...			...	...			...	...	+15	...	+15
		Subtotal Responsibility Center ADAD						...	[-82]				[...]	[+25]	[...]	[-57]
ADAT		BUREAU OF ALCOHOL TREATMENT														
		Redirections														
	37.2	Redirection-in from the Office of the														
		Administrator's building rent to the														
		TOTAL CONTROL CENTER														

OB11/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code ALCOHOL AND DRUG ABUSE ADMINISTRATION (AD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Bureau of Alcohol Treatment														
		a. Energy	30a	...	55			...	+20							+20
		b. Communications	30b	...	23			...	+26							+26
	39.1	Redirection-out to communications from														
		building rent within the responsibility center	30c		322				-14							-14
	39.2	Redirection-in from building rent to														
		communications within the responsibiliy center	30b	...	23				+14							+14
		Increases														
	51.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+63		+63
		b. Fringe Benefits	14	...	...								...	+7		+7
	52.10	Increase for within grades														
		a. Regular Pay	11	...	...								...	+10		+10
		b. Fringe Benefits	14	...	...								...	+1		+1
		Subtotal Responsibility Center ADAT							[+46]				[...]	[+81]	[...]	[+127]
ADPI		OFFICE OF INFORMATION AND PREVENTION														
		Redirections														
	37.3	Redirection-in from the Office of the														
		Administrator's building rent to														
		a. Communications	30b	...	...			...	+5						...	+5
		b. Building Rent	30c	...	...			...	+26						...	+26
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER **7**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code ALCOHOL AND DRUG ABUSE ADMINISTRATION (AD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	51.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...				...	+4		+4
		b. Fringe Benefits	14	...	...			...	...				...	+1		+1
	52.10	Increase for within grades														
		a. Regular Pay	11	...	...			...	...				...	+1		+1
		Subtotal Responsibility Center ADPI						[...]	[+31]				[...]	[+6]	[...]	[+37]
ADTS		BUREAU OF DRUG TREATMENT SERVICES														
		Redirections														
	41.1	Redirection-out to Preventive Health														
		from Regular Pay and Fringe Benefits														
		for drug testing														
		a. One DS-12 Chemist	11	127	3,223			-1	-37						-1	-37
		b. Two DS-9 Chemists	11	127	3,223			-2	-45						-2	-45
		c. One DS-7 Chemist	11	127	3,223			-1	-19						-1	-19
		d. One DS-5 Technician	11	127	3,223			-1	-16						-1	-16
		e. One DS-5 Clerk	11	127	3,223			-1	-16						-1	-16
		f. Fringe Benefits	14	...	418			...	-14						...	-14
	41.1	Redirection-out to Preventive Health														
		for drug testing														
		a. Supplies	20	...	258				-92							-92
		b. Contractual Services	40	...	5,475				-14							-14
		c. Equipment	70	...	249				-106							-106
		TOTAL CONTROL CENTER		▨	▨											

0811/85.1 *See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code ALCOHOL AND DRUG ABUSE ADMINISTRATION (AD)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	37.4.	Redirection-in from the Office of the Administrator to energy to reflect responsibility center spending	30a	...	27			...	+5						...	+5
	40.1.	Redirection-out to energy and communications from buiding rent within the responsibility center	30c	...	757			...	-39						...	-39
	40.2	Redirection-in from building rent within the responsibility center to:														
		a. Energy	30a	...	27			...	+2						...	+2
		b. Communications	30b	...	32			...	+37						...	+37
		Increases														
	51.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+62	...	+62
		b. Fringe Benefits	14	...	...								...	+7	...	+7
	52.10	Increase for within grades														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	88.0	Increase for physical operation of two comprehensive multimodality clinics that open in FY 1986 and to fund the opening of one additional clinic in FY 1987	40	...	...								...	+1,500	...	+1,500
		TOTAL CONTROL CENTER	▨	▨	▨											

D611/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code ALCOHOL AND DRUG ABUSE ADMINISTRATION (AD)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	86.2	Increase for AIDS high-risk identification and referral contract	40	...									...	+141	...	+141
	89.0	Increase for community-based, drug-free, therapeutic residential programs	40	...									...	+250	...	+250
		Subtotal Responsibility Center ADTS						[-6]	[-354]				...	[1,970]	[-6]	[+1,616]
		TOTAL CONTROL CENTER						[-6]	[-359]				...	+2,082	[-6]	+1,723

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code AMBULATORY HEALTH CARE ADMINISTRATION (AH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
AHAH		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	42.1	Redirection-out to equipment and equipment														
		rental from contractual services for the														
		rental of one copying machine	40	...	28			...	-9				...		...	-9
	42.2	Redirection-in from contractual services														
		to equipment and equipment rental	70	...	4			...	+9				...		...	+9
		Increases														
	51.11	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...									...	+9	...	+9
		b. Fringe Benefits	14	...									...	+1	...	+1
	52.11	Increase for within grades														
		a. Regular Pay	11	...									...	+1	...	+1
		Subtotal Responsibility Center AHAH											[...]	[+11]	[...]	[+11]
AHBD		BUREAU OF DENTAL SERVICES														
		Redirections														
	43.1	Redirection-out to contractual services														
		and equipment from Regular Pay to purchase														
		dental equipment	11	...	1,391			...	-50						...	-50
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT **FY 87** OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code AMBULATORY HEALTH CARE ADMINISTRATION (AH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	43.2	Redirection-in from Regular Pay to contractual	40	...	180			...	+35				...		...	+35
		services and equipment	70	...	5			...	+15				...		...	+15
		Increases														
	51.11	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+26	...	+26
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	52.11	Increase for within grades														
		a. Regular Pay	11	...	...								...	+5	...	+5
		Subtotal Responsibility Center AHBD											[...]	[+34]	[...]	[+34]
AHHE		BUREAU OF SCHOOL HEALTH														
		Redirections														
	44.1	Redirection-out to Regular Pay from Other														
		Regular Pay to convert nine TFT positions														
		to CFT positions	12	...	438			...	-200						...	-200
	44.2	Redirection-in from Other Regular Pay to														
		Regular Pay for the conversion of nine TFT														
		positions to CFT positions	11	97	2,535			...	+200						...	+200
		Increases														
	51.11	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+53	...	+53
		b. Other Regular Pay	12	...	...								...	+4	...	+4
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER Name & Code AMBULATORY HEALTH CARE ADMINISTRATION (AH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		c. Fringe Benefits	14	...	...								...	+9	...	+9
	52.11	Increase for within grades														
		a. Regular Pay	11	...	...								...	+5	...	+5
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	54.1	Increase of nine CFT positions converted from														
		TFT status:														
		a. Five DS-09 Community Health Nurses	11	97	2,535							12	+5	...	+5	...
		b. Three DS-09 Clinical Nurses										12	+3	...	+3	...
		c. One DS-05 School Health Technician										12	+1	...	+1	...
		Subtotal Responsibility Center AHHE										[...]	[+9]	[+73]	[+9]	[+73]
AHHS		BUREAU OF CLINICAL HEALTH														
		Redirections														
	44.1	Redirection-out to Regular Pay from Other Regular														
		Pay to convert 20 TFT positions to CFT positions	12	...	...			...	-337						...	-337
	44.2	Redirection-in from Other Regular Pay to Regular														
		Pay for the conversion of 20 TFT positions to CFT														
		positions	11	144	4,589			...	+337						...	+337
		TOTAL CONTROL CENTER														

(1811/85.1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)
AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code: AMBULATORY HEALTH CARE ADMINISTRATION (AH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	51.11	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									+92		+92
		b. Other Regular Pay	12	...	...									+9		+9
		c. Fringe Benefits	14	...	...									+6		+6
	52.11	Increase for within grades														
		a. Regular Pay	11	...	...									+11		+11
		b. Other Regular Pay	12	...	...									+2		+2
		c. Fringe Benefits	14	...	...									+1		+1
	53.2	Increase to fund annualization of salaries of														
		20 CFT positions	11	144	4,589							3	...	+115	...	+115
		Fringe Benefits	14	...	561								...	+11	...	+11
	54.2	Increase of 20 CFT positions converted from TFT														
		status:														
		a. Four DS-11 Pharmacists	11	144	4,589							12	+4	...	+4	...
		b. Ten DS-09 Community Health Nurses										12	+10	...	+10	...
		c. Four DS-09 Clinical Nurses										12	+4	...	+4	...
		d. Two DS-05 Nursing Assistants										12	+2	...	+2	...
		Subtotal Responsibility Center AHHS										3	[+20]	[+247]	[+20]	[+247]
AHMS		Redirections														
	42.1	Redirection-out to equipment and equipment rental														
		from contractual services for the rental of six														
		copying machines	40	...	1,633			...	-70						...	-70
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code AMBULATORY HEALTH CARE ADMINISTRATION (AH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	42.2	Redirection-in from contractual services to														
		equipment and equipment rental	70	...	...			...	+70						...	+70
	51.11	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+39	...	+39
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	52.11	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	53.2	Increase to fund annualization of salaries of														
		four CFT positions	11	43	1,852							3	...	+45	...	+45
		b. Fringe Benefits	14	...	178							3	...	+5	...	+5
	56.5	Increase of four CFT positions to provide														
		bilingual services to the Latino residents														
		a. Two DS-14 Medical Officers											+2	....	+2	....
		b. One DS-13 Dental Officer											+1	....	+1	....
		c. One DS-04 Clerk											+1	....	+1	....
		Subtotal Responsibility Center AHMS										[...]	[...]	[+97]	[+4]	[+97]
		TOTAL CONTROL CENTER						...	...				+33	+462	+33	+462

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code D.C. VILLAGE (CV)

Resp. Center Code	Sub-item "No."*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CVEX		EXECUTIVE DIRECTION														
		Base Reductions														
	4.1	Reduction for nonrecurring audiovisual														
		and word processing equipment purchases	70	...	15	...	-15								...	-15
		Redirections														
	45.2	Redirection-in from Facilities Support (CVFT) to														
		communications	30b	...				...	+8						...	+8
		Increases														
	51.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+12	...	+12
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	52.12	Increase for within-grade														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center CVEX				[...]	[-15]	[...	[+8]				[...]	[+16]	[...]	[+9]
CVFT		FACILITIES SUPPORT														
		Base Reductions														
	4.2	Reduction for nonrecurring patient room														
		furnishings, examination tables, and other														
		equipment purchases	70	...		...	-279								...	-279
		TOTAL CONTROL CENTER														

(9/11/85.) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code D.C. VILLAGE (CV)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CVFT		FACILITIES SUPPORT (Cont'd)														
		Redirections														
	45.1	Redirection-out to cover increased communications costs from energy within the control center	30a	...	1,844			...	-227						...	-227
	45.3	Redirection-in from energy to cover increased communications costs	30b	...	67			...	+21						...	+21
	46.1	Redirection-out to cover increased communications cost at the Office of the Administrator (LTLT) from energy	30a	...	1,844			...	-1						...	-1
	46.1	Redirection-out to cover increased communications costs at the Central Referral Bureau (LTCR) from energy	30a	...	1,844			...	-1						...	-1
	46.1	Redirection-out to cover increased communications costs at the Home Care Services Bureau (LTKS)	30a	...	1,844			...	-14						...	-14
	46.1	Redirection-out to Epidemiology and Disease Control (PHCD) to cover increased energy costs	30a	...	1,844			...	-11						...	-11
	46.1	Redirection-out to cover increased communications costs at PHCD from energy	30a	...	1,844			...	-44						...	-44
		Increases														
	51.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	.....								...	+52	...	+52
		b. Fringe Benefits	14	...	.....								...	+5	...	+5
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code D.C. VILLAGE (CV)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
CVFT		FACILITIES SUPPORT (Cont'd)														
	52.12	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
	57.0	Increase of 13 TFT positions to improve														
		security														
		a. 13 DS-05 Security Guards	12	...	...							12	...	+171	...	+171
		b. Fringe Benefits	14	...	306							...	...	+19	...	+19
		Subtotal Responsibility Center CVFT				[...]	[-279]	[...]	[-277]			[...]	[...]	[+250]	[...]	[-306]
CVNS		NURSING SERVICES														
		Redirections														
	45.4	Redirection-in from Facilities Support to cover														
		the increased communication costs	30b	...	67			...	+139						...	+139
		Increases														
	51.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+78	...	+78
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+5	...	+5
	52.12	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		Subtotal Responsibility Center CVNS						[...]	[+139]				[...]	[+88]	[...]	[+227]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code D.C. VILLAGE (CV)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
CVNT		NUTRITION SERVICES														
		Redirections														
	45.5	Redirection-in from Facilities Support														
		to cover the cost of increased communication														
		costs	30b					...	+35						...	+35
		Increases														
	51.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11									...	...	+26	...	+26
		b. Fringe Benefits	14									...	...	+3	...	+3
	52.12	Increase for within grades														
		a. Regular Pay	11									...	...	+2	...	+2
		Subtotal Responsibility Center CVNT						[...]	[+35]			[...]	[...]	[+31]	[...]	[+66]
CVTM		TREATMENT SERVICES														
		Base reductions														
	4.3	Reduction for nonrecurring equipment														
		purchases to meet the psychosocial needs														
		of Dixon class patients	70	...	+6	...	-6								...	-6
		Redirections														
	45.6	Redirection-in from Facility Support to														
		cover increased communications costs	30b					...	+24						...	+24
		TOTAL CONTROL CENTER		▨	▨											

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: Name & Code D.C. VILLAGE (CV)

Resp. Center Code	Sub-item "No."*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	51.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11									...	...	+17	...	+17
		b. Other Regular Pay	12									...	...	+1	...	+1
		c. Fringe Benefits	14									...	...	+2	...	+2
	52.12	Increase for within grades														
		a. Regular Pay	11									...	...	+2	...	+2
		Subtotal Responsibility Center CVTM				[...]	[-6]	[...]	[+24]				[...]	[+22]	[...]	[+40]
		TOTAL CONTROL CENTER				...	-300	...	-71			...	...	+407	...	+36

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code LONG-TERM CARE (LT)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
LTLT		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	46.2	Redirection-in from Facility Support														
		to cover the increased cost of communications	30b	...	2			...	+ 1						...	+ 1
		Increases														
	51.13	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	+ 4	...	+ 4
		b. Fringe Benefits	14	...	...							...	...	+ 1	...	+ 1
	52.13	Increase for within grades														
		a. Regular Pay	11	...	...							...	...	+ 1	...	+ 1
	86.3	Increase to establish a supportive														
		group home for AIDS patients	50	...	...							...	...	+50	...	+50
		Subtotal Responsibility Center LTLT						...	[+ 1]			...	...	[+56]	...	[+57]
LTCR		CENTRAL REFERRAL BUREAU														
		Redirections														
	46.2	Redirection-in from Facilities Support														
		to cover the increased cost of communications	30b	...	3			...	+ 1						...	+ 1
	47.3	Redirection-out to equipment from other														
		services and charges	40	...	49			...	-13						...	-13
		TOTAL CONTROL CENTER														

0611/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA) CONTROL CENTER: Name & Code LONG-TERM CARE (LT)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	47.5	Redirection-in from other services and														
		charges to equipment	70					...	+13						...	+13
		Increases														
	51.13	Increase for FY 1987 pay adjustment														
		a. Regular pay	11	...	...									+5	...	+5
		b. Fringe Benefits	14	...	...									+1	...	+1
	52.13	Increase for within grade														
		a. Regular pay	11	...	...									+1	...	+1
	86.3	Increase for the establishment of														
		a community residential facility														
		for AIDS patients	50	...	...									+100	...	+100
		Subtotal Responsibility Center LTCR						...	[+1]				[...]	[+107]	[...]	[+108]
LTKS		HOME CARE SERVICES														
		Redirections														
	47.1	Redirection-out to other-regular pay														
		from regular pay	11	30	924			...	-125						...	-125
	47.4	Redirection-in from regular pay to														
		other regular pay to fund the salary														
		of temporary employees	12	...	...			...	+125						...	+125
	47.2	Redirection-out to equipment from supplies	20	...	69			...	-5						...	-5
	47.5	Redirection-in from supplies to equipment rental	20	...	7			...	+5						...	+5
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA) CONTROL CENTER: Name & Code LONG-TERM CARE (LT)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	46.2	Redirection-in from Facilities Support														
		to cover increased communications cost	30b	...	10			...	+14							+14
		Increases														
	51.13	Increase for FY 1987														
		Pay adjustment														
		a. Regular pay	11	...	...								...	+15	...	+15
		b. Other regular pay	12	...	...								...	+ 3	...	+3
		c. Fringe Benefits	14	...	...								...	+ 2	...	+2
	52.13	Increase for within grades														
		a. Regular Pay	11	...	...								...	+ 4	...	+4
		Subtotal Responsibility Center LTKS						...	[+14]				...	[+24]	...	[+38]
LTJB		J.B. JOHNSON NURSING HOME														
		Increases														
	90.0	Increase to fund contractual costs associated														
		with J.B. Johnson Nursing Home	50	...	3,829							...	...	+191	...	+191
		Subtotal Responsibility Center LTJB										[...]	[...]	[+191]	[...]	[+191]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4e.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code LONG-TERM CARE (LT)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
LTPE		PERSONAL CARE SERVICES PROGRAM														
		Increases														
	91.0	Increase to fund a 25-cent-an-hour pay increase	50	...	2,702							...	...	+318	...	+318
	86.3	Increase to provide home care services for AIDS patients	50	...	...							...	...	+450	...	+450
		Subtotal Responsibility Center LTPE										[...]	[...]	[+768]	[...]	[+768]
		TOTAL CONTROL CENTER						...	+16			...	...	+1,146	...	+1,162

OBM11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL HEALTH SERVICES ADMINISTRATION (MH)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986—FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Modified Funded	CFT Pos	Amount	CFT Pos	Amount
MHMH		OFFICE OF THE ADMINISTRATOR														
		Redirections														
	20.3	Redirection-in from Residential Living (F.H.M.R.)														
		for contractual services	40	...				...	+160						...	+160
	48.1	Redirection-out to North and South Community														
		Mental Health Centers from Communications	30b	...	143			...	-124						...	-124
		Increases														
	51.14	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	.....								...	+42	...	+42
		b. Fringe Benefits	14	...	.....								...	+4	...	+4
	52.14	Increase for within grades														
		a. Regular Pay	11	...	.....								...	+4	...	+4
		b. Fringe Benefits	14	...	.....								...	+3	...	+3
	86.4	Increase for AIDS patients	40	...	.....								...	+206	...	+206
	92.0	Increase for homeless	40	...	.....								...	+500	...	+500
	93.0	Increase for Dixon contracts	40	...	6,035								...	+2,516	...	+2,516
		Subtotal Responsibility Center MHMH						[...]	[+36]				[...]	[+3,275]	[...]	[+3,311]
MHAA		COMMUNITY MENTAL HEALTH CENTER NORTH														
		Redirections														
	48.2	Redirection-in from the Office of the														
		Administrator for communications	30b	...	.....			...	+61						...	+61
	49.1	Redirection-out to energy from rent	30c	...	53			...	-9						...	-9
		TOTAL CONTROL CENTER														

DBM/83.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: GENERAL (100)
AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)
CONTROL CENTER: MENTAL HEALTH SERVICES ADMINISTRATION (MH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	49.2	Redirection-in from rent to energy	30a	...	190			...	+9						...	+9
		Increases														
	51.14	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+85	...	+85
		b. Other Regular Pay	12	...	...								...	+67	...	+67
		c. Fringe Benefits	14	...	...								...	+16	...	+16
	52.14	Increase for within grades														
		a. Regular Pay	11	...	...								...	+26	...	+26
		b. Fringe Benefits	14	...	...								...	+10	...	+10
		Subtotal Responsibility Center MHAA						[...]	[+61]				[...]	[+204]	[...]	[+265]
MHAC		COMMUNITY MENTAL HEALTH CENTER SOUTH														
		Redirections														
	48.3	Redirection-in from the Office of the														
		Administrator for communications	30b	...				...	+63						...	+63
		Increases														
	51.14	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+70	...	+70
		b. Other Regular Pay	12	...	...								...	+37	...	+37
		c. Fringe Benefits	14	...	...								...	+11	...	+11
	52.14	Increase for within grades														
		a. Regular Pay	11	...	...							...		+12	...	+12
		b. Fringe Benefits	14	...	...							...		+6	...	+6
		Subtotal Responsibility Center MHAC						[...]	[+63]			[...]		[+136]	[...]	[+199]
		TOTAL CONTROL CENTER														

OBII/83.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code MENTAL HEALTH SERVICES ADMINISTRATION (MH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
MHFP		FORENSIC PSYCHIATRY														
		Redirections														
	50.1	Redirection-out to communications from rent	30c	...	98			...	-32						...	-32
	50.2	Redirection-in from rent to communications	30b	...	...			...	+32						...	+32
		Increases														
	51.14	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...		+52	...	+52
		b. Other Regular Pay	12	...	...							...		+21	...	+21
		c. Fringe Benefits	14	...	...							...		+7	...	+7
	52.14	Increase within grades														
		a. Regular Pay	11	...	...							...		+10	...	+10
		b. Fringe Benefits	14	...	...							...		+5	...	+5
	94.0	Increase for Pre-trial exams	40	...	...							...		+390	...	+390
		Subtotal Responsibility Center MHFP										[...]		[+485]	[...]	[+485]
MHSE		ST. ELIZABETHS HOSPITAL TRANSFER														
		Increases														
	58.0	Increase St. Elizabeths payment	50	...	49,122							...		8,611	...	+8,611
		Subtotal Responsibility Center MHSE										[...]		[8,611]	...	[+8,611]
		TOTAL CONTROL CENTER						...	+160			...		+12,711	...	+12,871

GB11/85.1 *See Schedule 4c.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code PREVENTIVE HEALTH SERVICES ADMINISTRATION (PH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
PHPH		OFFICE OF THE ADMINISTRATOR														
		Increases														
	51.15	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...								...	+14	...	+14
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	52.15	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
	56.6	Increase for one continuing full-time position to provide bilingual services to Latino residents														
		a. One DS-09 Health Educator	11	...	...								+1	...	+1	...
		Subtotal Responsibility Center PHPH		...	...								[+1]	[+19]	[+1]	[+19]
PHCD		EPIDEMIOLOGY AND DISEASE CONTROL														
		Redirections														
	46.3	Redirection-in from Facilities Support (CVFT) to														
		a. energy	30a	...	...			...	+11				...	...	...	+11
		b. communications	30b	...	...			...	+44				...	...	...	+44
		Increases														
	51.15	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...								...	+5	...	+5
		TOTAL CONTROL CENTER	▨	▨	▨											

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: GENERAL (100)

AGENCY Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER Name & Code: PREVENTIVE HEALTH SERVICES ADMINISTRATION (PH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Regular Pay	12	...	...								...	+2	...	+2
	52.15	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
	86.5	Increase for AIDS activities														
		a. contractual services to	40	...	...								...	+325	...	+325
		provide coordination of services														
		outreach to high-risk communities														
		b. Educational Activities	40	...									...	+150	...	+150
		Subtotal Responsibility Center PHCD						...	[+55]				[...]	[+483]	[...]	[+538]
PHLA		BUREAU OF LABORATORIES														
		Redirections														
	41.2	Redirection-in from Bureau of Drug														
		Treatment Services (ADTS) to regular pay														
		for drug testing services														
		a. One DS-12 Chemist	11	...	...			1	+37				...	...	1	+37
		b. two DS-09 Chemists	11	...	...			2	+45				...	...	2	+45
		c. one DS-07 Chemist	11	...	...			1	+19				...	...	1	+19
		d. one DS-05 Technican	11	...	...			1	+16				...	...	1	+16
		e. one DS-05 Clerk	11	...	...			1	+16				...	...	1	+16
		f. Fringe Benefits	14	...	...			...	+14				...	...	...	+14
	41.2	Redirection-in from Bureau of Drug														
		treatment Services (ADTS) to supplies	20	...	282			...	+198				...	...	...	+198
		TOTAL CONTROL CENTER														

DB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND (Name & Code): GENERAL (100)

AGENCY (Name & Code): DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER (Name & Code): PREVENTIVE HEALTH SERVICES ADMINISTRATION (PH)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	41.2	Redirection-in from Bureau of Drug														
		Treatment Services (ADTS) to contractual														
		services	40	...	51			...	+14				...	...	...	+14
		Increases														
	51.15	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...								...	+19	...	+19
		b. Other Regular Pay	12	...	...								...	+2	...	+2
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	52.15	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		Subtotal Responsibility Center PHLA							[+359]				[...]	[+25]	[...]	[+384]
PHTB		BUREAU OF TUBERCULOSIS CONTROL														
		Increases														
	51.15	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...								...	+14	...	+14
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	52.15	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center PHTB											[...]	[+17]	[...]	[+17]
		TOTAL CONTROL CENTER		▨	▨											

*See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

CONTROL CENTER: Name & Code PREVENTIVE HEALTH SERVICES ADMINISTRATION (PH)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
PHVD		BUREAU OF VENERAL DISEASE CONTROL														
		Increases														
	51.15	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...								...	+16	...	+16
		b. Other Regular Pay	12	...	...								...	+2	...	+2
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	52.15	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
	56.6	Increase for one continuing full time position to provide bilingual services to Latino residents														
		a. One DS-09 VD Educational Specialist	11	...	...								+1	...	+1	...
		Subtotal Responsibility Center PHVD											[+1]	[+24]	[+1]	[+24]
		TOTAL CONTROL CENTER						+6	+414			+2	...	+568	+8	+982

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES PAY-AS-YOU-GO CAPITAL PROJECTS (JA)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation							...	298	...	+298
	Federal Funds							...	...	...	...
	Private & Other Funds							...	...	...	...
	SUBTOTAL EXPENDITURES							...	...	...	...
	Intra-District Sales							...	...	...	...
	TOTAL EXPENDITURES							...	298	...	+298
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment							...		...	
	Average CFT Salary							...		...	
	Average All Other Employment							...		...	
	Total Full-Time Equivalent (FTE) Employment							...		...	
	Overtime & Other Pay – Full Time Equivalent (FTE)							...		...	
	Average Full-Time Equivalent Salary							...		...	
CAPITAL BUDGET AUTHORITY*	Appropriation							...		...	
	Grants & Other							...		...	
	TOTAL CAPITAL AUTHORITY							...		...	

AGENCY OVERVIEW

This $298,000 is for pay-as-you-go capital projects for the Department of Human Services.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 budget request is for $298,000 in nonpersonal funds. for pay-as-you-go capital projects for the department.

OBII/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES
PAY-AS-YOU-GO CAPITAL PROJECTS (JA)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
	Pay-As-You-Go Capital Projects					...	298	...	+298							...	298
	TOTAL AGENCY					...	298	...	+298							...	298
11	Regular Pay						...		...								...
12	Other Regular Pay						...		...								...
13	Additional Gross Pay						...		...								...
14	Fringe Benefits						...		...								...
	TOTAL PERSONAL SERVICES						...		...								...
20	Supplies						...		...								...
30a	Energy						...		...								...
30b	Communications						...		...								...
30c	Building Rent						...		...								...
40	Other Services & Charges						...		...								...
50	Subsidies & Transfers						298		+298								298
60	Land & Buildings						...		...								...
70	Equipment & Equipment Rental						...		...								...
	TOTAL NONPERSONAL SERVICES						298		+298								298
	TOTAL AGENCY						298		+298								298
	Average CFT Employment						...		...	▨	▨	▨	▨	▨	▨		...
	Average CFT Salary						...		...	▨	▨	▨	▨	▨	▨		...
	Average All Other Employment						...		...								...
	Total FTE Employment						...		...								...
	Overtime & Other Pay FTE Employment						...		...								...
	Average FTE Salary						...		...								...

OBJECT CLASS DETAIL

PERSONNEL SUMMARY

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)
Name & Code

AGENCY: DEPARTMENT OF HUMAN SERVICES
Name & Code PAY-AS-YOU-GO CAPITAL PROJECTS (JA)

CONTROL CENTER:
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
-	1.0	Increase for new funding resources for														
		pay-as-you-go capital projects	50										...	+298	...	+298
		TOTAL CONTROL CENTER		▨	▨								...	+298	...	+298

DB11/86.1 *See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT
FY 87 CAPITAL BUDGET REQUEST
$ THOUSANDS

AGENCY SUMMARY **1** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	...	...
Public Facilities	2	2,024
Institutions	6	27,667
Site Acquisition	...	...
Major Equipment	...	...
	...	...
TOTAL	8	29,691

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	2	17,500
Enhance Services	...	...
Expand Services	...	...
Comply with Statute or Court Order	6	12,191
Stimulate Economic Development	...	...
Other	...	...
TOTAL	8	29,691

AGENCY OVERVIEW

The Department of Human Services plans, implements, and administers the District of Columbia health and social services programs that are designed to promote and improve the health and well-being of the people of the District of Columbia. Major program areas include: financial assistance to the needy, elderly, and disabled; social services aimed at strengthening the family; physical health servies; treatment for drug abusers and alcoholics; specialized assistance for the physically handicapped and the developmentally disabled; and preventing and controlling juvenile delinquency. The department's objectives translate into providing:

-- Financial aid to those in need, including families with dependent children, the aged, homeless, and disabled;

-- Services to help strengthen the family structure and to protect children from abuse and neglect;

-- Specialized assistance to the physically handicappped or developmentally disabled;

-- Services to youth in trouble;

-- Temporary shelter and financial aid to residents during emergencies;

-- Shelter for the homeless;

-- A comprehensive health care system for the elderly and disabled;

-- Medical care primarily through a network of health clinics;

-- Services to prevent illness and promote better health;

-- Care and treatment of the mentally ill;

-- Services to victims of alcohol and drug addition; and

-- Special services for pregnant women and new mothers.

To deliver these services properly, the department must have acceptable facilities as prescribed by federal and District of Columbia codes and standards.

The FY 1987 requested capital projects will improve and upgrade District-owned buildings, to include St. Elizabeths Hospital, in keeping with the District of Columbia Comprehensive Plan (DCCP). Specifically, the DCCP, Section 604.0--Public Facilities Objectives and Policies states:

> It is the adopted goal of the District of Columbia to provide adequate public facilities in good condition to support the cost-effective delivery of municipal programs and services, and to support economic development and neighborhood improvement objectives.

Access to the handicapped, as required in the American National Standards Institute (ANSI) 504 standards, is one of the objectives met by the requested capital projects because presently hundreds of the District's elderly and handicapped are denied access to health and support services facilities as a result of the absence of ramps, rails, and adequate toilet facilities. To meet the objectives of the DCCP, a comprehensive facilities survey was conducted that revealed an urgent need to bring several buildings into Handicapped Code Compliance.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

AGENCY SUMMARY
Continuation
1a
CAP

FUND: Name & Code CAPITAL (300)
AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Most of the department's buildings are being operated under substandard environmental conditions. The general condition and appearance of the majority of the department's buildings are poor and require immediate attention. Results of the building survey identified the following major needs: Handicapped Code Compliance, general renovations, mechanical-electrical renovations, and plumbing renovations.

The need for these renovations has impacted adversely on the ability of the District to meet current fire safety Joint Commission Accreditation of Hospitals (JCAH) standards and Consumer and Regulatory Affairs requirements. Approval of this FY 1987 budget will provide improved program operations and a safer environment for citizens served by the Department of Human Services.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	Prior Authority	Future Request	Project Total (District)
J.B. Johnson Nursing Home Renovation 901 First Street, N.W.	H70	2	1991	Site		...			...
				Design		360			360
				Project Management		240			240
				Construction		3,000			3,000
				Equipment		...			...
				TOTAL		3,600			3,600
Architectural Barrier Removal District-wide	HA7	DW	1990	Site		...			...
				Design		110			110
				Project Management		73			73
				Construction		730			730
				Equipment		...			...
				TOTAL		913			913
General Renovations #2 D.C. Village Lane, S.W.	HB7	8	1991	Site		...			...
				Design		128			128
				Project Management		85			85
				Construction		1,067			1,067
				Equipment		...			...
				TOTAL		1,280			1,280
Mechanical/Electrical Renovations D.C. Village #2 D.C. Village Lane, S.W.	HC7	8	1991	Site		...			...
				Design		110			110
				Project Management		73			73
				Construction		917			917
				Equipment		...			...
				TOTAL		1,100			1,100

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS 2 CAP

FUND: Name & Code -CAPITOL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Plumbing Renovations District-wide	HD7	DW	1991	Site		...			...
				Design		133			133
				Project Management		89			89
				Construction		889			889
				Equipment		...			...
				TOTAL		1,111			1,111
Oak Hill General Renovations Laurel, Maryland	H96	MD	1990	Site		...	...		...
				Design		...	376		376
				Project Management		214	24		238
				Construction		3,973	...		3,973
				Equipment		...	...		...
				TOTAL		4,187	400		4,587
St. Elizabeths Power Plant	HX1	8	1988	Site		...			...
				Design		280			280
				Project Management		210			210
				Construction		3,010			3,010
				Equipment		...			...
				TOTAL		3,500			3,500
St. Elizabeths General Improvements	HX2	8	1989	Site		...			...
				Design		2,100			2,100
				Project Management		1,400			1,400
				Construction		10,500			10,500
				Equipment		...			...
				TOTAL		14,000			14,000

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2** CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF HUMAN SERVICES (JA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site		...	...		...
				Design		3,221	376		3,597
				Project Management		2,384	24		2,408
				Construction		24,086	...		24,086
				Equipment		...	...		...
Agency Total:				TOTAL		29,691	400		30,091

2076

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name J.B. Johnson Nursing Home Renovation	Project Number H70	Ward(s) 2	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location 901 First Street, N.W.	Estimated Completion Date 1991	Number of Square Feet	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	360						360		360
Project Management	240						240		240
Construction	3,000						3,000		3,000
Equipment	...						...		...
TOTAL AUTHORITY	3,600						3,600		3,600

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		115		115
FY 1988		1,740		1,740
FY 1989		1,485		1,485
FY 1990		260		260
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		3,600		3,600

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☒
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☒
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
J.B. Johnson Nursing Home Renovation	H70	901 First Street, N.W. Washington, D.C.

PROJECT JUSTIFICATION

The Department of Human Services (DHS) is requesting $3,600,000 in new capital authority for major facility renovations at the J.B. Johnson Nursing Center (the center).

The center is located at 901 First Street, N.W., and provides a holistic range of treatment modalities, including medical, physical and psycho-social therapies in a residential setting to enhance the quality of life of its residents. The center is a 244-bed, intermediate-care facility, with four floors, eight wards, and a basement.

The resident population consists of 60 percent female and 40 percent male, and the average age is 77. The medical director has a staff of four attending physicians providing around-the-clock coverage for the center. Pharmaceutical services and other specialists are provided on a contractual basis.

The total building area is 111,500 square feet. A comprehensive facilities survey has determined that many components of the mechanical and electrical networks are operating below acceptable standards and, therefore, should be replaced.

This major renovation project provides for the complete rehabilitation of the center. The items of work include, but are not limited to, replacement of the building roof; repair of two elevators; upgrading all lights and associated electrical wiring; boiler repair; and piping replacement; up grading of food preparation and service areas; repair of plastered walls and ceilings throughout building; replacement of windows and doors; new sidewalks; new steps; security screens for first floor windows; build new complete pharmacy; replace perimeter convectors; and provide alarm security system.

OPERATING BUDGET IMPACT

Implementation of this project will not generate revenue but the reduction in operating costs is estimated to be 10 percent to 15 percent of the operating budget for the center.

IMPACT ON THE COMMUNITY

This project is in concert with the comprehensive plan, as it relates to energy conservation, and will have no negative impact on the community. It will, however, allow those District residents dependent upon the services that the center provides to be better served.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

Capital funds generated through the issuance of District of Columbia general obligation bonds are expected to finance the projected expenditures through the life of this project.

SCOPE OF WORK

The project requires the complete renovation of 111,500 square feet of building space (patients' quarters, staff offices, areas for clinical, pharmaceutical and counseling services, plus mechanical and electrical equipment rooms), in order to bring this facility into compliance with the District of Columbia Building Code, as well as the appropriate sections of all federal/national codes and standards as applicable.

GENERAL RENOVATIONS

-- Replace the entire roof of the main building structure including insulation, drains, gutters, downspouts, and pitch-pockets for all vent pipes, metal openings, machinery, and equipment;
-- Replace existing windows with thermal insulated, energy efficient windows.
-- Provide security screens on all ground floor windows;
-- Provide for a complete new pharmacy in the north section of the basement to include storage space for medication and supplies, preparation and dispensing areas, staff areas, sink, closet and files area; and
-- Provide bumper guards on a total of 10 corridor doors and kitchen doors.

MECHANICAL

-- Retrofit two 65HP Fitzgibbons boilers, low pressure (15psi), with replacement gas fired burners capable of generating 6,250 pounds of steam per hour. Completely overhaul boilers;
-- Replace all automatic heating and cooling controls in boiler room; and
-- Replace motors in 72 perimeter convectors.

ELECTRICAL

-- Install equipment, conductors, controls, and signaling devices to provide a complete electrical system. All materials will compy with available standards of Underwriters' Laboratories, Inc., or other similarly established standards;

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name J. B. Johnson Nursing Home Renovation

Project Number H70

Project Location 901 First Street, N.W. Washington, D.C.

- Upgrade all lighting from incandescent to florescent for increased efficiency. This will require the removal of existing fixtures and the installation of new fixtures with appropriate wiring;
- Provide and connect an emergency source of electricity to certain specified circuits for lighting and power to switch-over automatically in the event of an interruption of the normal electric supply; and
- Emergency electric service will be provided.

The emergency lighting shall be designed to be in operation within 10 seconds after the interruption of normal electric power supply. Shored fuel capacity shall be sufficient for not less than a 24-hour opertion of the required generator.

Install security systems including:

- Alarms on all doors and patio gates with patient wrist-band activator;
- Surveillance cameras and closed circuit TV monitors to view building entrances, grounds and parking lots;
- Electronic door opener for delivery door;
- Mercury vapor exterior lighting for east side parking lot; and
- Lighting and associated electrical components for north side of basement.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: Architectural Barrier Removal

Project Number: HA7

Ward(s): District-wide

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: District-wide

Estimated Completion Date: 1990

Number of Square Feet:

Useful Life (Years): 20

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	110						110		110
Project Management	73						73		73
Construction	730						730		730
Equipment	...						...		...
TOTAL AUTHORITY	913						913		913

Allocations of Expenditures based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		85		85
FY 1988		500		500
FY 1989		328		328
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		913		913

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☒
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: __________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: Architectural Barrier Removal

Project Number: HA7

Project Location: District-wide

PROJECTION JUSTIFICATION

The Department of Human Services (DHS) is requesting $913,000 in FY 1987 in new capital authority for Handicapped Code Compliance.

The purpose of this project is to eliminate architectural barriers to the physically handicapped to provide a safe and functional building for all users. Presently, all buildings surveyed do not comply with all of the provisions of the American National Standards Institute (ANSI) standards for eliminating barriers to the handicapped and current D.C. Law 3-76, Barrier Free Act of 1980. Some existing conditions such as the absence of audio fire alarm systems, safety nosing, handrails, ramps, and electrically operated doors are dangerous and life threatening.

The buildings must be made accessible to, and usable by, staff and clients with such physical and mental handicaps as the inability to walk (wheelchair required), difficulty in walking (use of walking aids), audio-visual impairments, lack of muscular coordination and manipulative disabilities, difficulty in interpreting and responding to sensory information and lack of stamina.

OPERATING BUDGET IMPACT

The Department of Human Services is a recipient of financial assistance from the U.S. Department of Health and Human Services (DHHS). The Director of DHS has signed DHHS Form 641 ensuring DHS compliance with Section 504 of the Rehabilitation Act of 1973; failure to comply would result in the loss of federal grants for several DHS programs. The operating budget impact on the District could be estimated in the millions of dollars if federal funding were to be withheld.

IMPACT ON THE COMMUNITY

This project will not displace businesses or people. On the contrary, it will facilitate access by handicapped persons to an increased number of critical DHS programs and facilities.

SOURCES OF REVENUE.FOR THE REQUESTED PROJECT

Capital funds generated through District government general obligation bond issues are expected to support the projected expenditures through the life of the project.

SCOPE OF WORK

The work necessary to bring DHS facilities into compliance with District and federal regulations for the handicapped (D.C. Law 3-76 and ANSI Standards and Public law) includes, but is not necessarily limited to, the following:

1. 1905 E Street, S.E. - W-21; Ward 6: 24-hour detoxification center for alcoholics

   -- Upgrade handicapped access to male and female toilet rooms by installing one water closet in each with the seat a minimum of 20 inches from the floor;
   -- Install handrailings, basins, towel dispensers, and trash disposal units;
   -- Widen entrance doors to the toilet room; and
   -- Provide vertical and horizontal grab bars for bath tubs and shower stalls.

2. 1905 E Street, S.E. - W-23; Ward 6: Outpatient drug treatment center

   -- Upgrade handicapped access to male and female toilet rooms by installing one water closet in each with the seat a minimum of 20 inches from the floor;
   -- Install handrailings, basins, towel dispensers, and trash disposal units; and
   -- Widen entrance doors to the toilet rooms.

3. 1905 E Street, S.E. - Karrick Hall; Ward 6: 24-hour residential drug rehabilitation center for alcoholics

   -- Provide two sets of electrically operated (automatic) doors at the rear basement level entrance. Surveillance cameras and monitors will be provided in conjunction with this requirement, as well as use-activator control button electrically connected to the guard station; and
   -- Upgrade elevator controls to include lower buttons for wheelchair users and braille symbols for the blind. Elevators shall also be adjusted to correct faulty, uneven stoppage at designated floors.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code	CAPITAL (300)	AGENCY: Name & Code	DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
Architectural Barrier Removal	HA7	District-wide

4. 2200 Champlain Street, N.W.; Ward 6: Adult medicine, family planning, obstetrics and gynecology

-- Upgrade handicapped access to male and female toilet rooms by installing one water closet in each with the seat a minimum of 20 inches from the floor;
-- Install handrailings, basins, towel dispensers, and trash disposal units; and
-- Widen entrance doors to the toilet rooms.

5. 4820 Howard Street, N.W.; Ward 3: Mental health clinical services for children

-- Upgrade handicapped access to male and female toilet rooms by installing one water closet in each with the seat a minimum of 20 inches from the floor;
-- Install handrailings, basins, towel dispensers, and trash disposal units; and
-- Widen entrance doors to the toilet rooms.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name General Renovations	Project Number HB7	Ward(s) 8	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location #2 D.C. Village Lane, S.W.	Estimated Completion Date 1991	Number of Square Feet	Useful Life (Years) 20

	Project Budget Authority								
Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	128						128		128
Project Management	85						85		85
Construction	1,067						1,067		1,067
Equipment	...						...		...
TOTAL AUTHORITY	1,280						1,280		1,280

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		105		105
FY1988		619		619
FY1989		453		453
FY1990		103		103
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		1,280		1,280

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☒
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☒
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:__________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND Name & Code: CAPITAL (300)

AGENCY Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
General Renovations	HB7	#2 D.C. Village Lane, S.W., Washington, D.C.

PROJECTION JUSTIFICATION

The Department of Human Services (DHS) is requesting $1,280,000 in new capital authority in FY 1987 to do general renovations at D.C. Village.

D.C. Village provides long-term, multidisciplinary rehabilitation, and intermediate and skilled nursing care for geriatric patients as mandated by Title XVIII and XIX of the Social Security Act and other federal and District of Columbia laws and regulations. The regulations mandate stringent standards affecting the environment in which these services are provided.

With this authority, cottages 4A, 4B, 5A and 5B will be renovated. Cottages 2A, 2B, 3A, and 3B were authorized for renovation in FY 1986. This project represents ongoing efforts by the department to upgrade and maintain the D.C. Village complex and provides general improvements, including replacing items that have either deteriorated over the years or items that, when replaced by modern materials and equipment, would make the facility less expensive to operate and maintain. These items include repair or replacement of roofs and gutters, point-up and restoration of masonry walls, and replacement of windows with thermal insulated energy windows.

OPERATING BUDGET IMPACT

As a result of upgrading the general conditions of D.C. Village cottages, numerous efficiencies will result in the overall reduction of utilities and maintenance costs. Also, maintenance service and work order backlogs will be reduced or eliminated. At the completion of this project, the threat of losing present and future grants and federal reimbursements will also be eliminated, thereby sustaining or generating services for the District.

IMPACT ON THE COMMUNITY

This project will create additional jobs in the District business community and enhance DHS services to District citizens. It will not result in the relocation of citizens or businesses. The comprehensive plan will be addressed in the development of this project as follows:

> This project will stimulate the business community and jobs for District citizens (Article 2 of the plan); assure continuous operation of critical health and social services; sustain needed facilities to support social development and neighborhood improvement objectives; and protect committed capital investments through renovation of existing facilities as opposed to new construction (Article 6).

Sites for work related to this project are in enhancement areas as identified in the plan.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Capital funds generated through District government general obligation bond issues will be used to support the project.

SCOPE OF WORK

For these facilities to meet code compliance, the work at cottages 4A, 4B, 5A and 5B includes but is not necessarily limited to the following:

-- Repair or replace roofs, including shoring insulation, metal openings, gutters, down-spouts and flashing;
-- Paint and restore masonry work. Remove deteriorated mortar joints and point up joints to match existing surface;
-- Recaulk windows and doors as required;
-- Replace existing windows and doors with thermal insulating, energy-efficient windows (thermopane or equal);
-- Provide weather seal to all exterior doors;
-- Replace ceiling tile with suspended 2'x4' grid system; and
-- Replace lighting to accomodate new grid system.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: Mechanical/Electrical Renovations	Project Number: HC7	Ward(s): 8	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: #2 D.C. Village Lane, S.W.	Estimated Completion Date: 1991	Number of Square Feet:	Useful Life (Years): 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	110						110		110
Project Management	73						73		73
Construction	917						917		917
Equipment	...						...		...
TOTAL AUTHORITY	1,100						1,100		1,100

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		105		105
FY1988		532		532
FY1989		387		387
FY1990		76		76
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		1,100		1,100

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☒
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☒
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
Mechanical/Electrical Renovations	HC7	#2 D.C. Village Lane, S.W., Washington, D.C.

PROJECTION JUSTIFICATION

The Department of Human Services (DHS) is requesting $1,100,000 in new capital authority for FY 1987 for mechanical and electrical renovations at D.C. Village.

D.C. Village provides long-term, multidisciplinary rehabilitation, and intermediate and skilled nursing care for geriatric patient as mandated by Title XVIII and XIX of the Social Security Act and other federal and District of Columbia laws and regulations. The regulations mandate stringent standards affecting the environment in which these services are provided. The general electrical and mechanical portions of this project are part of an ongoing effort by the department to up-grade and maintain the D.C. Village complex and, therefore, represent only a portion of the budget authority needed to accomplish the total renovation effort.

The continuing work includes replacing items that have either deteriorated over the years or items that, when replaced by modern materials and equipment, would render the facility more cost-effective from the standpoint of operations and maintenance. These items include, but are not limited to, writing, fixtures, pumps, gauges, panels, circuit breakers, valves, and conduits. Cottages 2A, 2B, 3A and 3B were authorized in FY 86. This new authority will provide for the necessary renovation of cuttages 4A, 4B, 5A and 5B.

The air conditioning portion of this project provides for replacing the existing system of individual room air conditioning units with central heating and air conditioning systems to serve each cottage. The existing system is ineffective for properly conditioning an entire cottage area and contributes to excessive maintenance costs. The new air conditioning system will include motorized dampers controlled by individual room thermostats to provide for personalized comfort control, as well as other energy conservation features.

OPERATING BUDGET IMPACT

Implementation of this project will not generate revenue; however, the reduction in operating costs is estimated to be 10 to 15 percent of the FY 1987 operating costs.

IMPACT ON THE COMMUNITY

This project is in concert with the comprehensive plan as it relates to energy conservation and will have no negative impact on the community. It will, however, allow those District residents dependent upon the facility to be served better.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Capital funds generated through District government general obligation bond issues are expected to finance the project expenditures through the life of this project.

SCOPE OF WORK

The project will upgrade cottages 4A, 4B, 5A and 5B to conform with various District and federal codes referenced in the work to be performed below. To meet code compliance at the above locations, the following work is required:

MECHANICAL (AIR CONDITIONING)

-- Installing all heating, air conditioning, and ventilating systems, piping, duct, air handling equipment, filters, insulation, valves, connectors, and controls necessary to bring this facility into compliance with the applicable codes for long-term care medical facilities. These systems must comply with the National Fire Protection Association (NFPA) Standard No. 90A-1975 Installation of Air Conditioning and Ventilating Systems and the relevant Section between 7.2B and 15.14H, the requirements of the Air Conditioning and Refrigeration Institute (ARI) Standard 680-74 Standard for Air Filter Equipment, and the National Association of Plumbing/Heating/Cooling Contractors (PHCC) hational Standard and Plumbing Code-1978- Sections 7.3E through 15.13E, as applicable; Installing the air conditioning system to maintain the indoor temperatures at 75°F (24°C) for all areas occupied by patients and 72°F (22°C) for all other occupied areas; --Equipping all supply and return air ducts that pass through a required smoke separation with dampers. Linings in air ducts and equipment shall meet the Erosion Test Method as described in Underwriter's Laboratories Publication No. 181; Laboratories Publication No. 181;

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
Mechanical/Electrical Renovations	HC7	#2 D.C. Village Lane, S.W., Washington, D.C.

-- Installing mechanically operated air supply and air exhaust systems; and
-- Balancing and testing the installed system in accordance with all applicable federal and District codes and standards.

ELECTRICAL

-- Installing material including equipment, conductors, controls, and signaling devices to provide a complete electrical system with the necessary characteristics and capacity to supply the electrical facilities shown in the specifications or indicated on the plans. All materials shall comply with available standards of Underwriters' Laboratories, Inc., or other similarly established standards.
-- Providing an emergency source of electricity. Emergency electric service shall be provided to the appropriate distribution systems, designed to operate within 10 seconds after normal electric power interruption and have fuel capacity sufficient for not less than 24-hour operation of required generator.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: Plumbing Renovations

Project Number: HD7

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: District-wide

Estimated Completion Date: 1991

Number of Square Feet:

Useful Life (Years): 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	133						133		133
Project Management	89						89		89
Construction	889						889		889
Equipment	...						...		...
TOTAL AUTHORITY	1,111						1,111		1,111

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		85		85
FY 1988		542		542
FY 1989		383		383
FY 1990		101		101
FY 1991		...		...
FY 1992				...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,111		1,111

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☒
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

2088

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
Plumbing Renovations	HD7	District-wide

PROJECT JUSTIFICATION

The Department of Human Services (DHS) is requesting $1,111,000 in new capital authority for plumbing renovations for FY 1987. Plumbing facilities are seriously dilapidated at several DHS sites.

It is essential that extensive renovations be made to these facilities. A comprehensive facilities survey has determined that numerous buildings violate District Building Plumbing Code Title 5-62. This code mandates that adequate toilet facilities be provided in relation to the number of people served in a given building. The $1,111,000 requested will bring four buildings into compliance. DHS plans to request incremental budgetary authority over the next five years or until all departmental facilities are within code compliance. Specifically needed are: new toilets, sinks, flush valves, hot water heaters, water pipes, and flood traps.

OPERATING BUDGET IMPACT

As a result of upgrading the plumbing systems, numerous efficiencies will result in the overall reduction in utilities and maintenance costs. Also, maintenance service/work order backlogs will be reduced or eliminated. At the completion of this project, the threat of losing present and future grants and federal reimbursements will also be eliminated, thereby sustaining or generating services for the District.

IMPACT ON THE COMMUNITY

This project will not result in the relocation of citizens or businesses. On the contrary, additional jobs for the District business community will be created and the enhancement of DHS services to District citizens will occur. Three areas of the comprehensive plan will be addressed in the development of this project:

> This project will create a stimulus for the business community and jobs for District citizens (Article 2 - Economic Development). Authority for this project will assure the continuous operation of critical health and service centers, development of neighborhood improvement objectives, and protection of already committed capital investments through renovation of existing facilities as opposed to new construction (Article 6 - Public Facilities Element).

More effective health and social services programs will result from the creation of more sterile environments when plumbing systems are operating properly. There exists the possibility of cross-infection due to malfunctioning toilets and hot water heaters in many of the facilities (Article 10 - Human Services).

The stated correlation of the project to the comprehensive plan is manifested in the enhancement area.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Capital funds generated through the District government general obligation bond issues are expected to support the projected expenditures through the life of the project.

SCOPE OF WORK

The work will include but not necessarily be limited to the following, to bring these facilities into compliance with federal regulations (National Association of Plumbing/Heating/Cooling Contractors, National Standard Plumbing Code-1978), and the Regulations Governing the Installation of Plumbing and Gas Fitting in the District of Columbia, adopted February 15, 1983, as amended, known as, "The Plumbing Code of the District of Columbia":

1. 199 Chesapeake Street, S.W., Ward 8: Intermediate care for the mentally handicapped
    - -- Provide additional basement floor drains at rear exterior door;
    - -- Insulate all exposed plumbing pipes; and
    - -- Provide drain lines for hot water expansion tank.
2. 901 First Street, N.W., Ward 2: Skilled and intermediate care of the mentally handicapped
    - -- Replace domestic piping throughout building;
    - -- Replace weak joints;
    - -- Repair all leaks in risers;
    - -- Replace all piping in south shower walls; and
    - -- Repair all leaks in hot water lines.

OB 5/85

FUND: Name & Code CAPITAL (300)		AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)
Project Name Plumbing Renovations	Project Number HD7	Project Location District-wide

3. 1367 G Street, N.E., Ward 6: Shelter for homeless men

-- Replace all damaged and deteriorated heating piping;
-- Replace all plumbing fixtures with new energy efficient plumbing fixtures;
-- Provide toilet exhaust fans; and
-- Replace interior plumbing drain lines.

4. 1100 First Street, N.W., Ward 2: Clinical and dental health care and supplemental food distribution

-- Provide new domestic water heater;
-- Provide new laboratory sinks;
-- Provide new water closet and grab bars in both men's and women's toilets;
-- Provide new fan coil unit and control valves;
-- Provide new pump coupling guard; and
-- Provide new sinks and associated equipment in all examining rooms.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name Oak Hill General Renovations	Project Number H96	Ward(s) MD	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Laurel, Maryland	Estimated Completion Date 1990	Number of Square Feet	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...				...		...
Design	...		376				376		376
Project Management	214		24				238		238
Construction	3,973		...				3,973		3,973
Equipment	...		...				...		...
TOTAL AUTHORITY	4,187		400				4,587		4,587

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		245		245
FY1988		2,170		2,170
FY1989		1,772		1,772
FY1990		...		...
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		....
FY1995		...		...
TOTAL		4,187		4,187

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☒	Enhance Service ☐	District ☒	Number: ____________
Land Acquisition ☐	Comply with Court Order or Statute ☒	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: Oak Hill General Renovations

Project Number: H96

Project Location: Laurel, Maryland

PROJECT JUSTIFICATION

The Department of Human Services (DHS) is requesting $4,587,000 in new capital authority for general renovations to the Oak Hill Youth Center (the center). Authority for $400,000 was approved in FY 1986 for design and applicable project management, and the remaining $4,187,000 is requested in FY 1987.

The center operates a secure 24-hour program for 40 detained and 110 delinquent male juveniles committed to the Youth Services Administration by the D.C. Superior Court. The program provides education, vocational training, recreational, health care, psychological and therapeutic evaluation, and social and counseling services. Pre-release programs and support services are also provided for committed youth who are returning to the community.

The intent of these general renovations is to bring the center up to a more acceptable environment for inmates and staff. The FY 1986 authority for this project represented only the design portion of this effort. The budget authority for repairs and modifications needed is requested in FY 1987. The work includes replacing items that have either deteriorated over the years, or items that, when replaced by modern materials and equipment, would render the facility more cost-efficient from the standpoint of operations and maintenance. These items include, but are not necessarily limited to, wiring, fixtures, pumps, gauges, panels, circuit breakers, valves, and conduits.

OPERATING BUDGET IMPACT

Implementation of this project will not generate revenue, but the reduction in operating costs is estimated to be 10 to 15 percent of the FY 1986 operating costs for utilities.

IMPACT ON THE COMMUNITY

This project is in concert with the comprehensive plan as it relates to energy conservation and will have no negative impact on the community. It will, however, allow those District residents dependent upon the services that the center provides to be better served.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Capital funds generated through the District government general obligation bond issues are expected to finance the projected expenditures through the life of this project.

SCOPE OF WORK

The work included is required to upgrade the general appearance of the buildings and grounds and to weatherize the buildings for increased operating efficiency and reduce maintenance costs. Items consist of the repair or replacement of roofs, gutters and down-spouts, doors, windows, security screens, ceilings, and walls. The masonry exterior will be pointed and caulked, and all interior ceilings and walls will be repaired and painted.

The central heating plants and associated piping are scheduled for a major overhaul. This will include boiler repairs, replacement of water pumps, valves, drain lines, piping and insulation.

In addition, 150 windows require the removal of rust, painting and general repair; 326 windows (3 x 5 feet) will be replaced in various buildings with double-glazed thermal windows for greater efficiency and security.

Air conditioning and ventilating systems will be installed in four residential cottages, in addition to the kitchen and dining hall. Requisite items include air handling equipment, supply air and return air ducts, insulation, filters, dampers, valves, connectors and controls.

The air conditioning system will be designed to maintain the indoor temperatures at 75°F (24°C) for all areas occupied by patients and 72°F (22°C) for all other occupied areas. All supply and return air ducts that pass through a required smoke separation shall be equipped with dampers. Linings in air ducts and equipment shall meet the Erosion Test Method as described in Underwriters' Laboratories Publication No. 181. All air-supply and air-exhaust systems shall be mechanically operated. The installed system will be balanced and tested in accordance with all applicable federal and District codes and standards.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
Oak Hill General Renovations	H96	Laurel, Maryland

All material including equipment, conductors, controls and signaling devices shall be installed to provide a complete electrical system with the necessary characteristics and capacity to supply the electrical facilities shown in the specifications or indicated on the plans. All materials shall be listed as complying with available standards of Underwriters' Laboratories, Inc., or other similarly established standards.

An emergency source of electricity shall be provided and connected to certain specified circuits for lighting and power to switch over automatically in the event of an interruption of the normal electric supply. Emergency electric service shall be provided to the appropriate distribution system, designed to be in operation within 10 seconds after normal electric power interruption and have fuel capacity sufficient for not less than 24-hour operation of required generator. Vandal-proof light fixtures and smoke detectors will be installed to replace those existing in four inmate cottages. Existing suspended ceiling system with 2 x 4 feet acoustical tiles on grid will be removed and replaced with a double layer of plywood and drywall ceiling with locking access panels to service utilities. All thermostats and fire alarm pull stations in sleeping, working, and recreational areas accessible to inmates shall be provided with a vandal-proof locking cover.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3
CAP

FUND: Name & Code: CAPITOL (300)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

Project Name St. Elizabeths Power Plant	Project Number HX1	Ward(s) 8	Project is: ☐ New Construction ☐ Renovation ☒ Repairs
Project Location Martin Luther King, Jr., Avenue, S.E.	Estimated Completion Date 1988	Number of Square Feet	Useful Life (Years) 20

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	280						280		280
Project Management	210						210		210
Construction	3,010						3,010		3,010
Equipment	...						...		...
TOTAL AUTHORITY	3,500						3,500		3,500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		160		160
FY 1988		1,000		1,000
FY 1989		1,500		1,500
FY 1990		840		840
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		3,500		3,500

OB 5/86

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☒	No ☒
Institutions ☒	Enhance Service ☐	District ☐	Number: ________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2094

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF HUMAN SERVICES (JA)

Project Name	Project Number	Project Location
St. Elizabeths Power Plant	HX1	Martin Luther King, Jr., Avenue, S.E.

PROJECTION JUSTIFICATION

The Department of Human Services (DHS) is requesting $3,500,000 in new capital authority to provide a new steam plant at St. Elizabeths Hospital (the hospital).

The hospital is currently responsible for all public in-patient psychiatric care, and has 1,600 in-patient beds. It also delivers all out-patient mental health care east of the Anacostia River in Wards 7 and 8, and serves more than 3,000 out patients annually.

The hospital occupies 336 acres of land in southeast Washington and has over 104 buildings dependent upon the steam plant.

The steam plant currently houses three Murray Iron Works (MIW) steam boilers and two Babcock & Wilcox (BW) steam boilers, although only the latter two are operational. The MIW boilers are no lonner maintainable, operation safety is questionable and had been used primarily for standby operation when the BW boilers are out of service. Because of their condition, the MIW units were taken out of service in 1985, and the BW units are providing year-round steam supply. One of the BW boilers has been in service beyond its 20-year life expectancy. This increases the risk of total plant shutdown should the other BW boiler fail or require servicing.

OPERATING BUDGET IMPACT

The implementation of this project will result in significant reductions in operating costs, estimated to be 10 to 15 percent of the FY 1986 operating costs for utilities.

IMPACT ON THE COMMUNITY

This project is consistent with the comprehensive plan as it relates to energy conservation and will have no negative impact on the community.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The Mayor is requesting 100% federal funding consistent with the transfer of federal responsibility.

SCOPE OF WORK

The new steam plant will contain four 63,000,000 BTU rated boilers, with associated burners, feed water heaters and feed water pumps. Three units in operation are required to meet peak demand loads, and the fourth unit will serve as a standby. The size of each unit is adequate to provide the required turndown for reduced summer loads.

Steam piping throughout the complex is in good condition, as is the piping insulation on the east side. However, all piping insulation in the steam loop tunnel on the west side has deteriorated and will be replaced. The condensate return collection and piping steam will be upgraded as required.

The building will be constructed of masonry and structural steel, 34 feet high with a 12 foot deep basement, and have a floor area of approximately 3,000 square feet. All mechanical and electrical systems required for a complete, independent steam plant are included in this project.

BUDGET REQUEST OF DEPARTMENT OF HUMAN SERVICES

Mr. DIXON. Next we have the Department of Human Services and we have with us this afternoon David Rivers, the director of that department.

The Department of Human Services is requesting $541,241,000 and 3,524 positions in their operating budget for fiscal year 1987, a net increase of $29,665,000 and 65 positions above the fiscal year 1986 appropriation level. As I understand it, your gross budget from all sources includes Federal grants and totals $858 million and 6,047 positions. You are also requesting $298,000 for pay-as-you-go capital projects and $29,691,000 in regular capital improvements for eight projects.

Mr. Rivers, if you have a prepared statement, we will enter it into the record, and if you would like to summarize it, now is the time to do so.

OPENING STATEMENT OF DIRECTOR

Mr. RIVERS. Yes, sir. I would like to summarize it. Thank you very much.

I appreciate this opportunity to outline our proposed budget for the Department of Human Services for fiscal year 1987.

The requested funding would enable the department to continue its progress in meeting the essential needs of the community in health care, social services and financial assistance.

The budget would provide $541.2 million in appropriated funds, an increase of $29.7 million over fiscal year 1986. This increase would fund improved services in more than a dozen major program areas.

The appropriated budget would authorize 3,524 continuing full-time positions. This is an increase of 65 over the current level. Of these, 36 are new positions and the remaining 29 are temporary medical services positions that will be converted to permanent status to help attract and retain qualified personnel.

The nonappropriated funds total $316.7 million, for a gross budget of $857.9 million.

HIGHLIGHTS OF FY 1987 BUDGET REQUEST

I would like to highlight some of the enhancements in crucial programs that would be funded under our requested $29.7 million increase in appropriated funds.

MEDICAID

The proposed budget includes funding for major expansion of the care provided under the Medicaid program to residents who have no other way to obtain medical services.

The department would expand services in the following areas:

Provision of intermediate care facilities for 100 residents moved from Forest Haven, $1.2 million;

Placement of 100 clients from Forest Haven in day treatment programs, $940,000;

Annualization of the cost of 100 intermediate care facility beds being added in fiscal year 1986, $5.2 million. These beds are in facilities being reopened after major repairs made in fiscal year 1985 and 1986;

Coverage for the highly specialized treatment provided at the new National Rehabilitation Hospital for 20 patients, $1.5 million. Short-term, critically needed care would be provided, such as treatment for severe trauma suffered in a traffic accident; and

Coverage of increased costs for physician services, prescription drugs, durable medical equipment, home health care, and clinic services, $970,000.

The budget also includes $2.7 million for inflationary costs of services.

AIDS

The budget would provide an additional $1.7 million for increased efforts to reduce the spread of Acquired Immune Deficiency Syndrome and enhance services to victims of this fatal disease.

The enhanced services would include public education, outreach to minority groups, staff training and education, and treatment and after care services.

With the funds requested for fiscal year 1987, the department will be able to continue efforts to reduce the spread of AIDS, and to offer care and support for those already stricken.

DRUG ABUSE

We are proposing an increase of $1.5 million for three clinics to provide comprehensive drug abuse services. In addition, we are requesting $250,000 for community-based, drug-free, therapeutic residential programs.

Each clinic will provide services to 700 patients annually. The programs will include counseling, psychiatric and psychological consultation, medical evaluation and administering of medications.

FAMILY SUPPORT SERVICES

In another critical area, the department is requesting an additional $2.7 million to improve a number of support services to families.

MENTAL HEALTH

The proposed budget allocates an additional $12.2 million for improved mental health services. Of this total, $8.6 million is required for the District's escalating annual payment to St. Elizabeth's Hospital. We are also proposing $1 million to increase mental health services for the homeless in major program areas.

SERVICES TO MENTALLY RETARDED PERSONS

A total of $1.3 million is requested to improve services to mentally retarded residents, both in the community and at Forest Haven.

SERVICES TO THE ELDERLY AND HANDICAPPED

We are requesting additional funds of $699,000 for services to the elderly, and for handicapped individuals we are requesting a total of $150,000 to supplement federally-funded services to 20 severely disabled persons.

SUMMARY

In summary, Mr. Chairman, our budget has focused on the new services that would be provided by the requested increases in appropriated funds. The information on the charts attached to the statement I've submitted for the record highlights the full scope of many of the continuing major programs that would be financed under this budget.

We believe this proposed budget would provide a balanced and prudent use of available resources to carry out the department's responsibilities.

Thank you very much.

PREPARED STATEMENT OF DIRECTOR, DEPARTMENT OF HUMAN SERVICES

[The statement of David E. Rivers follows:]

I APPRECIATE THIS OPPORTUNITY TO OUTLINE OUR PROPOSED BUDGET FOR THE DEPARTMENT OF HUMAN SERVICES FOR FISCAL YEAR 1987.

THE REQUESTED FUNDING WOULD ENABLE THE DEPARTMENT TO CONTINUE ITS PROGRESS IN MEETING THE ESSENTIAL NEEDS OF THE COMMUNITY IN HEALTH CARE, SOCIAL SERVICES AND FINANCIAL ASSISTANCE.

THE BUDGET WOULD PROVIDE $541.2 MILLION IN APPROPRIATED FUNDS, AN INCREASE OF $29.7 MILLION OVER FY 1986. THIS INCREASE WOULD FUND IMPROVED SERVICES IN MORE THAN A DOZEN MAJOR PROGRAM AREAS.

THE APPROPRIATED BUDGET WOULD AUTHORIZE 3,524 CONTINUING FULL-TIME POSITIONS. THIS IS AN INCREASE OF 65 OVER THE CURRENT LEVEL. OF THESE, 36 ARE FOR NEW POSITIONS AND THE REMAINING 29 ARE TEMPORARY MEDICAL SERVICES POSITIONS THAT WOULD BE CONVERTED TO PERMANENT STATUS TO HELP ATTRACT AND RETAIN QUALIFIED PERSONNEL.

THE NONAPPROPRIATED FUNDS TOTAL $316.7 MILLION, FOR A GROSS BUDGET OF $857.9 MILLION.

I WOULD LIKE TO HIGHLIGHT SOME OF THE ENHANCEMENTS IN CRUCIAL PROGRAMS THAT WOULD BE FUNDED UNDER OUR REQUESTED $29.7 MILLION INCREASE IN APPROPRIATED FUNDS.

MEDICAID

THE PROPOSED BUDGET INCLUDES FUNDING FOR MAJOR EXPANSION OF THE CARE PROVIDED UNDER THE MEDICAID PROGRAM TO RESIDENTS WHO HAVE NO OTHER WAY TO OBTAIN MEDICAL SERVICES.

WE ARE REQUESTING A NET INCREASE OF $1.5 MILLION. WHILE THE REQUESTED INCREASES TOTAL $12.4 MILLION, THE BASE IS BEING REDUCED BY $8.7 MILLION DUE TO AN INCREASE IN THE FEDERAL FUNDING MATCH FROM 47 TO 50 PERCENT, RESULTING FROM THE EXPIRATION OF THE MICHEL AMENDMENT. IN ADDITION, $2.2 MILLION IS BEING REDIRECTED-OUT TO FOREST HAVEN FOR DIRECT PAYMENTS TO VENDORS.

THE DEPARTMENT WOULD EXPAND SERVICES IN THE FOLLOWING AREAS:

- PROVISION OF INTERMEDIATE CARE FACILITIES FOR 100 RESIDENTS MOVED FROM FOREST HAVEN, $1.2 MILLION;

- PLACEMENT OF 100 CLIENTS FROM FOREST HAVEN IN DAY TREATMENT PROGRAMS, $940,000;

- ANNUALIZATION OF THE COSTS OF 100 INTERMEDIATE CARE FACILITY BEDS BEING ADDED IN FY 1986, $5.2 MILLION. THESE BEDS ARE IN FACILITIES BEING REOPENED AFTER MAJOR REPAIRS;

- COVERAGE FOR THE HIGHLY SPECIALIZED TREATMENT AT THE NEW NATIONAL REHABILITATION HOSPITAL FOR 20 PATIENTS, $1.5 MILLION. SHORT-TERM, CRITICALLY NEEDED CARE WOULD BE PROVIDED, SUCH AS TREATMENT FOR A PERSON SEVERELY INJURED IN A TRAFFIC ACCIDENT; AND,

- COVERAGE OF INCREASED COSTS FOR PHYSICIAN SERVICES, PRESCRIPTION DRUGS, DURABLE MEDICAL EQUIPMENT, HOME HEALTH CARE, AND CLINIC SERVICES, $970,000.

THE BUDGET ALSO INCLUDES $2.7 MILLION FOR INFLATIONARY COSTS OF SERVICES.

AIDS

THE BUDGET WOULD PROVIDE AN ADDITIONAL $1.7 MILLION FOR INCREASED EFFORTS TO REDUCE THE SPREAD OF ACQUIRED IMMUNE DEFICIENCY SYNDROME AND ENHANCE SERVICES TO VICTIMS OF THIS FATAL DISEASE.

THE ENHANCED SERVICES WOULD INCLUDE:

- PERSONAL CARE AIDE ASSISTANCE TO 50 VICTIMS OF THIS DISEASE, $450,000;

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3
CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)

Project Name: St. Elizabeths General Improvements	Project Number: HX2	Ward(s): 8	Project is: ☐ New Construction ☐ Renovation ☒ Repairs	
Project Location: Martin Luther King Jr., Avenue, S. E.	Estimated Completion Date: 1989	Number of Square Feet:	Useful Life (Years): 20	

Project Budget Authority

Phase	FY 1987 District Request*	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...					...		...	...
Design	2,100					3,000		5,100	5,100
Project Management	1,400					2,000		3,400	3,400
Construction	10,000					15,000		25,500	25,500
Equipment	...					...		...	...
TOTAL AUTHORITY	14,000					20,000		34,000	34,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		65		65
FY 1988		1,500		1,500
FY 1989		2,500		2,500
FY 1990		5,000		5,000
FY 1991		4,935		4,935
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		14,000		14,000

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☒	No ☒
Institutions ☒	Enhance Service ☐	District ☐	Number: ____________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code: CAPITAL (300)	AGENCY: Name & Code: DEPARTMENT OF HUMAN SERVICES (JA)	
Project Name: St. Elizabeths General Improvements	Project Number: HX2	Project Location: Martin Luther King, Jr., Avenue, S.E.

PROJECTION JUSTIFICATION

The Department of Human Services (DHS) is requesting $14,000,000 in new capital authority for general renovations at St. Elizabeths Hospital (the hospital). This request covers work to be performed in the following buildings: Building I, Building N, Haydon Building and Nichols Building. The department has projected a need for approximately $20,000,000 in additional authority over the next two years.

The hospital is currently responsible for all public in-patient psychiatric care, and has 1,600 in-patient beds. It also delivers all out-patient mental health care east of the Anacostia River in Wards 7 and 8, and serves more than 3,000 out-patients annually.

This hospital occupies 336 acres of land in southeast Washington and has over 104 buildings on its campus. All support services including laundry and food service are provided.

The intent of these general renovations is to bring the hospital up to a more acceptable environment for patients and staff, and bring the hospital into compliance with all Federal and District codes. The work includes replacing items that have either deteriorated over the years, or items that, when replaced by modern materials and equipment, would render the facility more cost-efficient from the standpoint of operations and maintenance. The improvements include, but are not limited to the following: fire/life safety; HVAC, plumbing, and electrical systems; lighting; repair/patch/paint; ceilings; floors; windows, doors and exterior surfaces.

OPERATING BUDGET IMPACT

The implementation of this project will result in significant reductions in operating costs, estimated to be 10 to 15 percent of the FY 1986 operating costs for utilities.

IMPACT ON THE COMMUNITY

This project is in concert with the comprehensive plan as it relates to energy conservation and will have no negative impact on the community. It will, however, allow those District residents dependent upon the services that the hospital provides to be better served.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The District government is requesting 100% federal funding consistent with the transfer of responsibility for this project from the federal government.

SCOPE OF WORK

The general improvements are required at the following locations: Building I, Building N, Haydon Building, and Nichols Building. The work included is required to upgrade the general appearance of the buildings and grounds and to weatherize the buildings for increased operating efficiency and reduced maintenance costs. Items consist of the repair or replacement of roofs, gutters and down-spouts, doors, windows, security screens, ceilings, and walls. The masonry exterior will be pointed and caulked; and all interior ceilings and walls will be repaired and painted.

The air-conditioning system will be designed to maintain the indoor temperatures of 75°F (24°C) for all areas occupied by patients and 72°F (22°C) for all other occupied areas. All air-supply and air-exhaust systems shall be mechanically operated. The installed system will be balanced and tested in accordance with all applicable federal and District codes and standards.

The electrical system shall be installed to provide the necessary characteristics and capacity to supply the facilities shown on the plans or as indicated in the specifications.

All lighting will be upgraded from incandescent to florescent for better efficiency. This will require removing existing fixtures and installing new fixtures with appropriate wiring.

The mechanical system will be upgraded by replacing water, drain, and sewer piping; plumbing fixtures; valves; water heaters; pumps; gauges; and the sprinkler system.

The following general renovations are required:

- -- Up-grade all toilets and modify as necessary to meet compliance requirements for handicapped accessibility;
- -- Restore interior masonry walls;
- -- Patch all damaged plastered areas; and
- -- Remove peeling and scaling paint, prep all wall surfaces and paint entire building interiors.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code SAINT ELIZABETHS HOSPITAL PAYMENT (JE)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation		35,149		55,207		...		...		...
	Federal Funds										
	Private & Other Funds										
	SUBTOTAL EXPENDITURES		35,149		55,207		...		...		
	Intra-District Sales		13,254		13,254		...		...		...
	TOTAL EXPENDITURES		48,403		68,461		...		...		...
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

Since its establishment by Congress in 1955, Saint Elizabeths Hospital has developed into a respected national mental health hospital. It has a distinguished psychiatric research program and a renowned training program in numerous mental health professions. The services provided include acute and chronic inpatient psychiatric care, outpatient psychiatric care, and clinical substance abuse services. The hospital provided special programs for the federal and District governments. These services include psychiatric evaluations, referrals, and treatment for individuals in both pretrial and presentencing status in both the federal and District court systems.

The "Saint Elizabeths Hospital and District of Columbia Mental Health Services Act," P.L. 98-621, and Mayor's Order 84-196 provide for the assumption of selected functions, programs, and resources of Saint Elizabeths Hospital by the District government. The legislation provides for the establishment of a comprehensive mental health care system in the District. Accordingly, in fiscal year 1986 $55,207,000 was transferred from the Saint Elizabeths Hospital Payment (JE) to the District's Department of Human Services. The new comprehensive mental health system administered by the District will be more efficient and effective in providing mental health services. The primary focus of care will shift from institutional treatment to an integrated community-based system that is more humane and less restrictive.

FINANCIAL SUMMARY

Appropriated Budget Request
The fiscal year 1987 appropriated budget request for the Saint Elizabeths Hospital Payment is in the Department of Human Services' budget and is included there within the budget request for the Mental Health Services Administration control center. In addition, Medicaid funding is in the Medicaid/Medical Charities control center. This will allow the Department of Human Services to satisfy the terms of the Medicaid Provider Agreement with Saint Elizabeths Hospital.

DS11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY—CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code SAINT ELIZABETHS HOSPITAL PAYMENT (JE)

CONTROL CENTER		FY 1985—FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986—FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Hospital Payment		55,207		...		...		...								...
	TOTAL AGENCY		55,207		...		...		...								...
	OBJECT CLASS DETAIL																
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers		55,207		...		...		...								...
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES		55,207		...		...		...								...
	TOTAL AGENCY		55,207		...		...		...								...
	PERSONNEL SUMMARY																
	Average CFT Employment									▨	▨	▨	▨	▨	▨		
	Average CFT Salary									▨	▨	▨	▨	▨	▨		
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OS11/85.1

PAGE JE-3

- EXPANSION OF AIDS-RELATED ACTIVITIES, INCLUDING PUBLIC EDUCATION, OUTREACH TO MINORITY GROUPS, STAFF TRAINING AND EDUCATION, AND TREATMENT AND AFTERCARE SERVICES.

  THIS EXPANDED PROGRAM WOULD ALSO OFFER TESTING FOR EXPOSURE TO AIDS FOR 10,000 HIGH-RISK PERSONS; RESIDENTIAL CARE FOR 10 AIDS PATIENTS; SERVICES TO 20 INDIVIDUALS PER MONTH WHO HAVE SYMPTOMS OF THE VIRUS; AND ADDITIONAL ASSISTANCE TO 90 PATIENTS A MONTH IN OBTAINING PUBLIC ASSISTANCE AND LEGAL HELP, $325,000.

- MENTAL HEALTH SERVICES TO AIDS PATIENTS AND THEIR FAMILIES, $206,000.

- EDUCATIONAL ACTIVITIES TARGETED AT THE AT-RISK POPULATION, THE GENERAL PUBLIC, AND 2,000 WORKERS WHO COME INTO CONTACT WITH AIDS VICTIMS, $150,000; AND,

- PROVISION OF CHORE SERVICES TO 100 AIDS VICTIMS, $227,000.

WITH THE FUNDS REQUESTED FOR FY 1987, THE DEPARTMENT WILL BE ABLE TO CONTINUE EFFORTS TO REDUCE THE SPREAD OF AIDS, AND TO OFFER CARE AND SUPPORT FOR THOSE ALREADY STRICKEN.

DRUG ABUSE

WE ARE PROPOSING AN INCREASE OF $1.5 MILLION FOR THREE CLINICS TO PROVIDE COMPREHENSIVE DRUG ABUSE SERVICES. IN ADDITION, WE ARE REQUESTING $250,000 FOR COMMUNITY-BASED, DRUG-FREE, THERAPEUTIC RESIDENTIAL PROGRAMS.

TWO OF THE THREE CLINICS ARE SCHEDULED TO OPEN THIS SUMMER DUE TO SERVICE DEMANDS, BUT WERE NOT FUNDED IN THE FY 1986 BUDGET. THE THIRD WILL OPEN IN 1987. THE FACILITY TO BE OPENED IN FY 1987 IS NEEDED TO SERVE THE EXPECTED INCREASE OF 700 CLIENTS OVER THE FY 1986 TOTAL OF 2,000 INDIVIDUALS, REFERRED BY THE COURTS FOR TREATMENT. THIS INCREASE IN DEMAND FOR SERVICES IS A RESULT OF THE DEPARTMENT'S EXPANDED URINE SURVEILLANCE PROGRAM.

EACH CLINIC WILL PROVIDE SERVICES TO 700 PATIENTS ANNUALLY. THE PROGRAMS WILL INCLUDE COUNSELING, PSYCHIATRIC AND PSYCHOLOGICAL CONSULTATION, MEDICAL EVALUATION AND ADMINISTERING OF MEDICATIONS.

THERE IS NO URBAN CHALLENGE TODAY THAT IS MORE DIFFICULT THAN THE PREVENTION, REDUCTION AND SUCCESSFUL TREATMENT OF DRUG ABUSE. THE USE OF PCP, COCAINE, HEROIN OR OTHER DRUGS IS

ENORMOUSLY DESTRUCTIVE AND COSTLY TO THE INDIVIDUAL AND TO THE ENTIRE COMMUNITY. THE ADDITIONAL FUNDS WOULD ENABLE THE DEPARTMENT TO CONTINUE AN ACCELERATED DRIVE TO ADDRESS THIS PROBLEM.

FAMILY SUPPORT SERVICES

IN ANOTHER CRITICAL AREA, THE DEPARTMENT IS REQUESTING AN ADDITIONAL $2.7 MILLION TO IMPROVE A NUMBER OF SUPPORT SERVICES TO FAMILIES THROUGH BOTH HEALTH CARE AND SOCIAL SERVICES PROGRAMS.

INCLUDED IS $500,000 TO PROVIDE A SPECIAL MONTHLY FOOD PACKAGE TO THE INCREASING NUMBER OF WOMEN AND CHILDREN IDENTIFIED AS BEING IN THE "VERY HIGH RISK" HEALTH CATEGORY. THEY ARE PRIMARILY PREGNANT TEENAGERS AND LOW BIRTH WEIGHT INFANTS. THIS SPECIAL SERVICE IS ONE ELEMENT OF THE DISTRICT'S DRIVE TO REDUCE INFANT DEATHS.

OTHER KEY SERVICE IMPROVEMENTS THAT WOULD BE FUNDED INCLUDE:

- PROVISION OF AN ADDITIONAL 26 FOSTER CARE RESIDENTIAL PLACEMENTS, INCLUDING EDUCATIONAL SERVICES, $900,000;

- EXPANSION OF CHORE SERVICES TO AN ADDITIONAL 253 INDIVIDUALS, $348,000;

- ADDITION OF 14 EMPLOYEES IN THE CHILD AND FAMILY SERVICES DIVISION NEEDED TO REDUCE CASELOADS AND SHORTEN THE WAIT FOR ADOPTIVE PLACEMENTS, $264,000; AND,

- PROVISION OF AN ADDITIONAL 227 DAY CARE PLACEMENTS IN TWO CATEGORIES: 122 DAY CARE VOUCHERS FOR AFDC RECIPIENTS WHO ARE PARTICIPATING IN THE WORK INCENTIVE PROGRAM, $325,000; AND 105 FAMILY DAY CARE PLACEMENTS SET ASIDE FOR HISPANIC RESIDENTS, $246,000

SERVICES TO HISPANIC RESIDENTS

THE PROVISION OF DAY CARE PLACEMENTS FOR HISPANIC RESIDENTS THAT I JUST MENTIONED IS ONE OF SEVERAL NEW INITIATIVES AND PROJECTS THAT WOULD BE PROVIDED TO MEET THE SPECIAL NEEDS OF THE LATINO COMMUNITY:

- TO AID THE DEPARTMENT IN RESPONDING TO THESE NEEDS, 17 ADDITIONAL BILINGUAL EMPLOYEES WILL BE PLACED IN HEALTH CARE, SOCIAL SERVICES AND FINANCIAL ASSISTANCE PROGRAMS. INTRA-DISTRICT FUNDS WILL BE ALLOCATED FOR THE PERSONNEL COSTS OF THE ADDITIONAL STAFF.

- FOUR ADDITIONAL POSITIONS WOULD BE PROVIDED FOR A TEAM OF BILINGUAL EMPLOYEES TO STRENGTHEN OUTREACH EFFORTS IN THE COMMODITY SUPPLEMENTAL FOOD PROGRAM, $53,000.

- EQUIPMENT AND OPERATING COSTS WOULD BE FUNDED FOR THE NEW BILINGUAL SERVICE CENTER IN THE ADAMS MORGAN AREA, $228,000.

HOMELESS

WE ARE PROPOSING A $1 MILLION INCREASE FOR ADDITIONAL SHELTER AND MENTAL HEALTH SERVICES FOR THE HOMELESS.

WITH THESE FUNDS:

- DHS WOULD PROVIDE AN ADDITIONAL 55 BEDS, $583,000. OF THESE, 39 WOULD BE RESERVED FOR FAMILIES AND THE REMAINING 16 WOULD BE USED BY HANDICAPPED INDIVIDUALS.

  WITH THE ADDITIONAL BEDS, THE SHELTER CAPACITY IN ALL DHS-OWNED FACILITIES AND IN HOMES OPERATED UNDER CONTRACT WOULD BE INCREASED TO 1,013. PRIVATE AGENCIES CURRENTLY PROVIDE 1,536 BEDS.

- CRITICALLY NEEDED MENTAL HEALTH COUNSELING SERVICES WOULD BE EXPANDED TO 202 ADDITIONAL PERSONS IN THE SHELTERS, $500,000.

MENTAL HEALTH

THE PROPOSED BUDGET ALLOCATES AN ADDITIONAL $12.2 MILLION FOR IMPROVED MENTAL HEALTH SERVICES. OF THIS TOTAL, $8.6 MILLION IS REQUIRED FOR THE DISTRICT'S ESCALATING ANNUAL PAYMENT TO SAINT ELIZABETHS HOSPITAL.

THE ADDITIONAL FUNDS WOULD:

- DELIVER EXPANDED COMMUNITY-BASED SERVICES TO AN ADDITIONAL 254 FORMER PATIENTS AT A COST OF $2.9 MILLION. THESE SERVICES, PROVIDED UNDER CONTRACT, WOULD INCLUDE A FULL RANGE OF PSYCHO-SOCIAL REHABILITATION AND SOCIALIZATION ACTIVITIES AND CRISIS STABILIZATION.

- PROVIDE THE MANDATORY $8.6 MILLION INCREASE IN THE CITY'S ANNUAL SUBSIDY TO THE HOSPITAL DURING THE TRANSITION TO A SINGLE, CITY-OPERATED MENTAL HEALTH SYSTEM BY OCTOBER 1, 1987.

AS I STATED EARLIER, THE BUDGET ALSO INCLUDES AN ADDITIONAL $500,000 FOR MENTAL HEALTH SERVICES TO THE HOMELESS, AND $206,000 TO AIDS VICTIMS AND THEIR FAMILIES.

FINANCIAL ASSISTANCE

A PROJECTED RISE IN BOTH THE NUMBER OF EMERGENCY ASSISTANCE GRANTS AND IN THE NUMBER OF SUPPLEMENTAL SECURITY INCOME RECIPIENTS WILL REQUIRE AN INCREASE OF $565,000:

- THE NUMBER OF EMERGENCY ASSISTANCE GRANTS FOR RESIDENTS FACING A TEMPORARY FINANCIAL CRISIS, SUCH AS EVICTION FOR OVERDUE RENT PAYMENTS, IS EXPECTED TO INCREASE BY 600. THIS INCREASE, WHICH WOULD RAISE THE TOTAL TO 13,100, WOULD COST $220,000.

- IN THE SUPPLEMENTAL SECURITY INCOME PROGRAM, THE DEPARTMENT IS REQUESTING AN ADDITIONAL $345,000 FOR A PROJECTED INCREASE IN TWO CATEGORIES: (1) 800 ADDITIONAL RECIPIENTS WHO WILL BE RECEIVING THE DISTRICT'S $15-A-MONTH DIRECT CASH SUPPLEMENT, AND, (2) PAYMENTS TO COMMUNITY RESIDENTIAL FACILITIES THAT WILL BE SERVING 150 ADDITIONAL INDIVIDUALS.

BENEFIT PAYMENTS IN BOTH THE AID TO FAMILIES WITH DEPENDENT CHILDREN PROGRAM (AFDC) AND THE GENERAL PUBLIC ASSISTANCE PROGRAM WERE INCREASED BY 7 PERCENT THIS FISCAL YEAR, EFFECTIVE APRIL 1. UNDER THIS BUDGET, THESE BENEFITS WOULD RISE BY AN ADDITIONAL 4 PERCENT IN FY 1987.

WE EXPECT A CONTINUATION IN THE DECLINE IN THE AVERAGE MONTHLY CASELOAD IN THE AFDC PROGRAM. THE FY 1985 CASELOAD TOTAL OF 22,472 IS EXPECTED TO DROP TO 21,800 IN FY 1986, AND TO 21,300 IN FY 1987. SAVINGS TOTALING $4.5 MILLION FROM THIS TREND WILL PROVIDE MOST OF THE FUNDS NEEDED FOR THE HIGHER BENEFIT PAYMENTS.

SERVICES TO MENTALLY RETARDED PERSONS

A TOTAL OF $1.3 MILLION IS REQUESTED TO IMPROVE SERVICES TO MENTALLY RETARDED RESIDENTS, BOTH IN THE COMMUNITY AND AT FOREST HAVEN.

THE DEPARTMENT EXPECTS TO PLACE AN ADDITIONAL 100 FOREST HAVEN RESIDENTS IN COMMUNITY FACILITIES IN FY 1987, THE SAME TOTAL AS IS PROJECTED FOR THE CURRENT YEAR.

THE $1.3 MILLION WOULD FUND:

- ASSESSMENT AND TRAINING SERVICES TO 100 OUTPLACED CLIENTS AND TO 75 ADDITIONAL DEVELOPMENTALLY DISABLED INDIVIDUALS, $600,000;

- TRANSPORTATION FOR THE 100 CLIENTS BEING MOVED INTO THE COMMUNITY UNDER THE PRATT COURT DECREE, $400,000; AND,

- CONTRACT STAFF NEEDED TO CONTINUE BASIC SERVICES AS THE NUMBER OF DISTRICT GOVERNMENT EMPLOYEES AT FOREST HAVEN DROPS, $235,000.

DELINQUENCY PREVENTION

THE BUDGET PROPOSES AN ADDITIONAL $782,000 TO ENHANCE EDUCATIONAL PROGRAMS AND OTHER SERVICES TO DELINQUENT YOUTH.

THESE FUNDS WOULD PROVIDE:

- STRENGTHENED EDUCATION PROGRAMS, INCLUDING DEVELOPMENT OF INDIVIDUAL EDUCATION PLANS REQUIRED BY THE PUBLIC SCHOOL SYSTEM, FOR DELINQUENT YOUTH AT OAK HILL, $313,000;

- SPECIAL EDUCATION SERVICES, REQUIRED BY LAW, FOR HANDICAPPED YOUTH AT THE INSTITUTION, $150,000; AND,

- ASSISTANCE TO DELINQUENT YOUTH TO AVOID GETTING IN TROUBLE AGAIN THROUGH PROVISION OF IN-HOME AND AFTERCARE SERVICES, BOTH TO THESE YOUNG PEOPLE AND THEIR FAMILIES, $300,000.

SERVICES TO THE ELDERLY

ADDITIONAL FUNDS REQUESTED FOR SERVICES TO THE ELDERLY TOTAL $699,000. ALLOCATIONS OF THE FUNDS INCLUDE:

- o A 25-CENT-PER-HOUR PAY INCREASE FOR PERSONAL CARE AIDES, AT A COST OF $318,000. THIS INCREASE, WHICH WOULD RAISE THE RATE TO $4.40, IS NEEDED TO ATTRACT AND RETAIN INDIVIDUALS WHO ARE MORE CAPABLE OF PROVIDING HIGH-QUALITY SERVICES.

- o CONTINUATION OF THE SERVICES OF 13 TEMPORARY, FULL-TIME GUARDS TO INCREASE SECURITY AT D.C. VILLAGE, $190,000. THE DEPARTMENT PLANS TO CONVERT THESE TO PERMANENT POSITIONS AT A FUTURE DATE.

SERVICES TO HANDICAPPED INDIVIDUALS

AN ADDITIONAL $150,000 IS REQUESTED TO SUPPLEMENT FEDERAL GRANT FUNDS FOR A RANGE OF SERVICES TO 20 SEVERELY DISABLED PERSONS THAT WILL ENABLE THEM TO LIVE AS INDEPENDENTLY AS POSSIBLE. THESE INDIVIDUALS ARE HOMEBOUND OR IN INSTITUTIONS AND HAVE LITTLE OR NO CHANCE OF EVER BEING EMPLOYED.

SELF-SUFFICIENCY

THE BUDGET REQUESTS AN ADDITIONAL $100,000 FOR THE SELF-SUFFICIENCY INITIATIVE, WHICH ASSISTS CLIENTS TO MOVE FROM DEPENDENCY TO INDEPENDENT LIVING.

THE FUNDS WOULD BE USED FOR CONTRACT SERVICES TO EXPAND OUR JOB-TRAINING EFFORTS FOR WOMEN ON THE AFDC ROLLS. TO STRENGTHEN THIS EFFORT, THE DEPARTMENT'S SELF-SUFFICIENCY EMPLOYEES ARE BEING TRANSFERRED FROM THE OFFICE OF PLANNING TO THE INCOME MAINTENANCE ADMINISTRATION.

ADDITIONAL APPROPRIATION NEEDS

THE $3.9 MILLION BALANCE OF THE REQUESTED NET INCREASE OF $29.7 MILLION IS REQUIRED FOR THE ANNUALIZATION COSTS OF ADDITIONAL POSITIONS, THE PAY ADJUSTMENT, WITHIN GRADE INCREASES AND HIGHER COSTS FOR THE DEPARTMENT'S COMPUTER OPERATIONS AND EQUIPMENT.

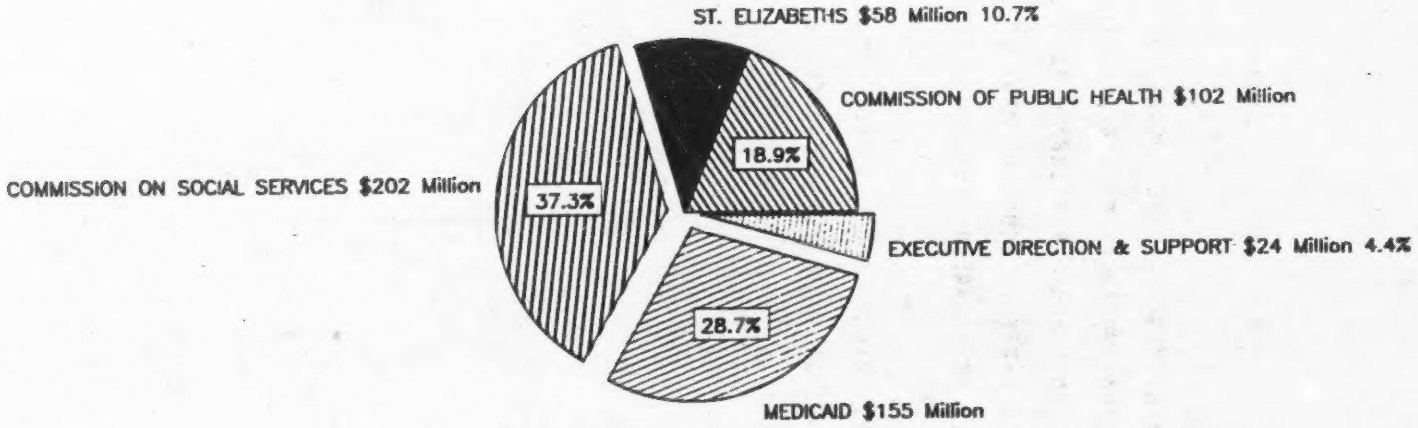
SUMMARY

IN THIS STATEMENT, I HAVE FOCUSED ON THE IMPROVED AND NEW SERVICES THAT WOULD BE PROVIDED BY THE REQUESTED INCREASES IN APPROPRIATED FUNDS. THE INFORMATION ON THE ATTACHED CHARTS HIGHLIGHTS THE FULL SCOPE OF MANY OF THE CONTINUING MAJOR PROGRAMS THAT WOULD BE FINANCED UNDER THIS BUDGET.

WE BELIEVE THIS PROPOSED BUDGET WOULD PROVIDE A BALANCED AND PRUDENT USE OF AVAILABLE RESOURCES TO CARRY OUT THE DEPARTMENT'S RESPONSIBILITIES TO DELIVER ESSENTIAL SERVICES TO THE COMMUNITY.

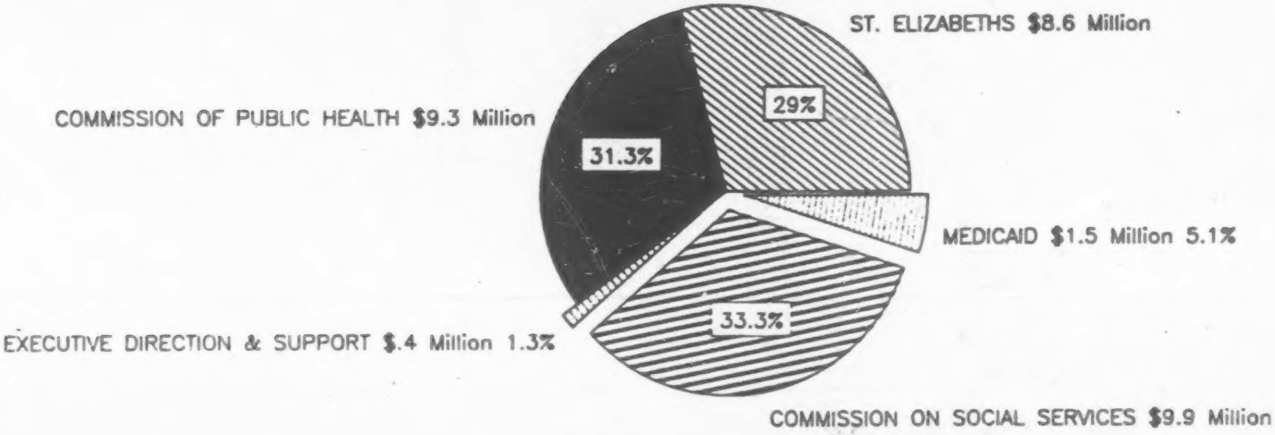
THANK YOU.

DHS' FY 1987
APPROPRIATED BUDGET
$541 MILLION

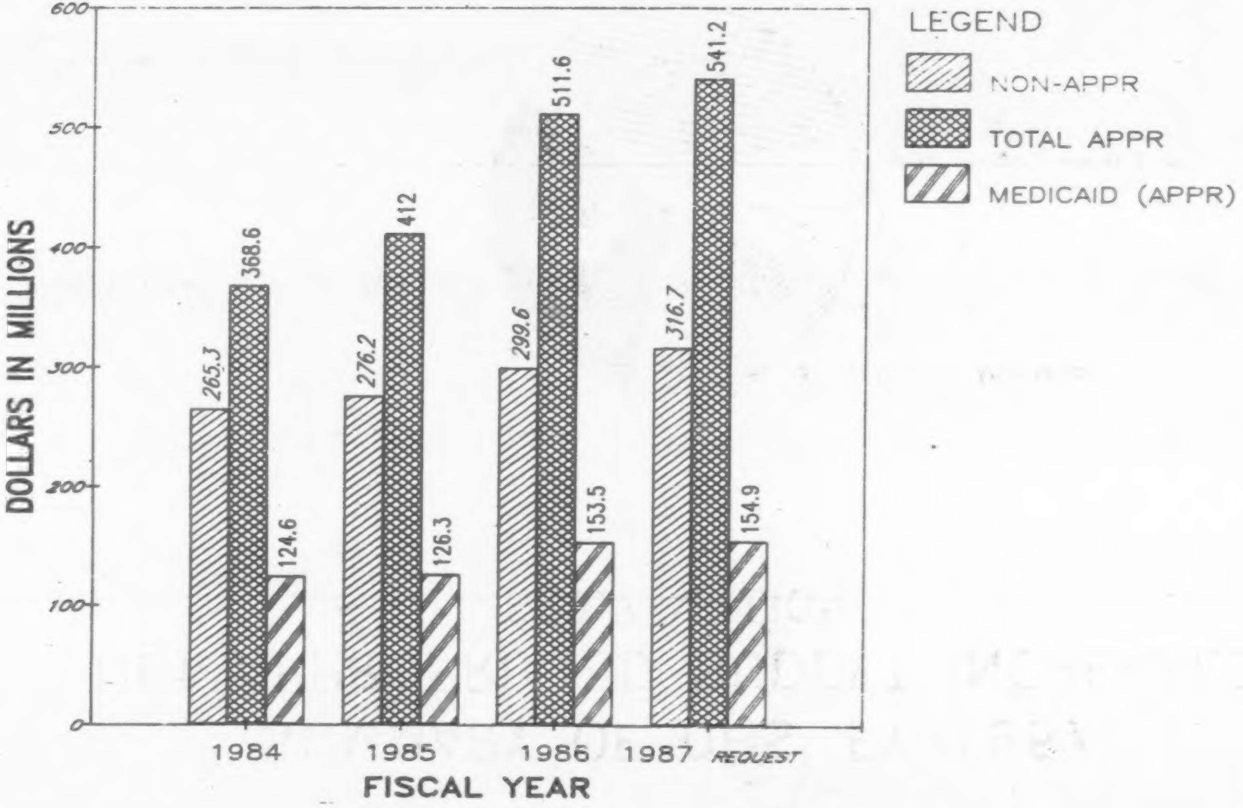


SUMMARY OF DHS' FY 1987 NET APPROPRIATED BUDGET INCREASES

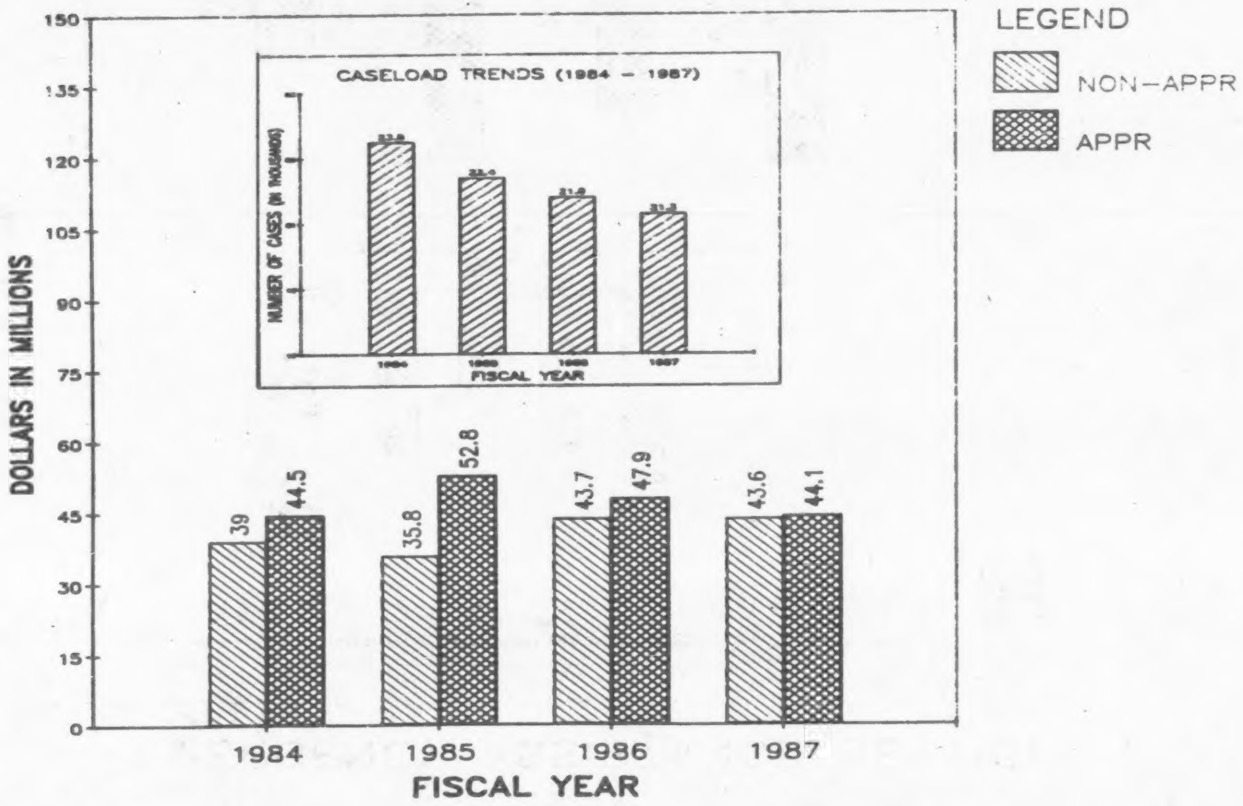
$29.7 MILLION



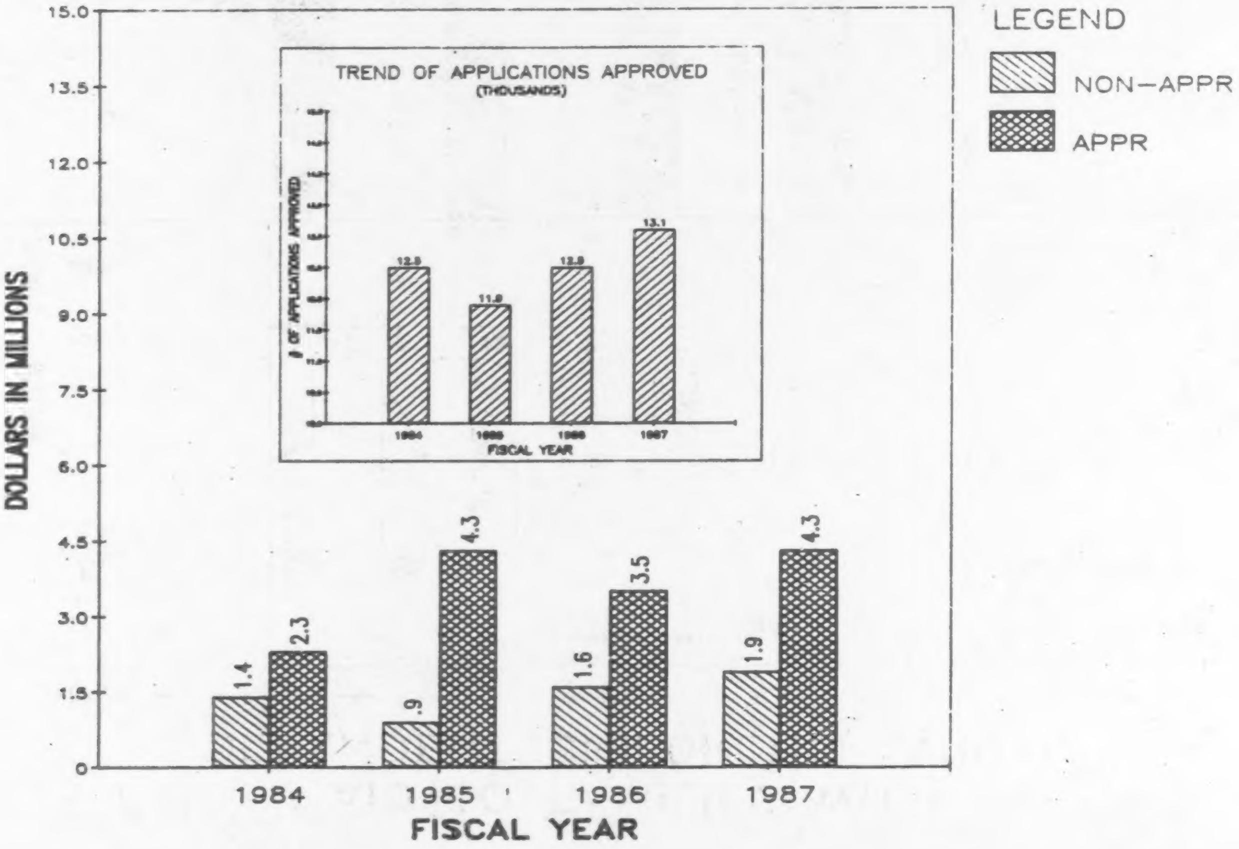
COMPARISON OF GROSS BUDGETS
FY 1984 - FY 1987



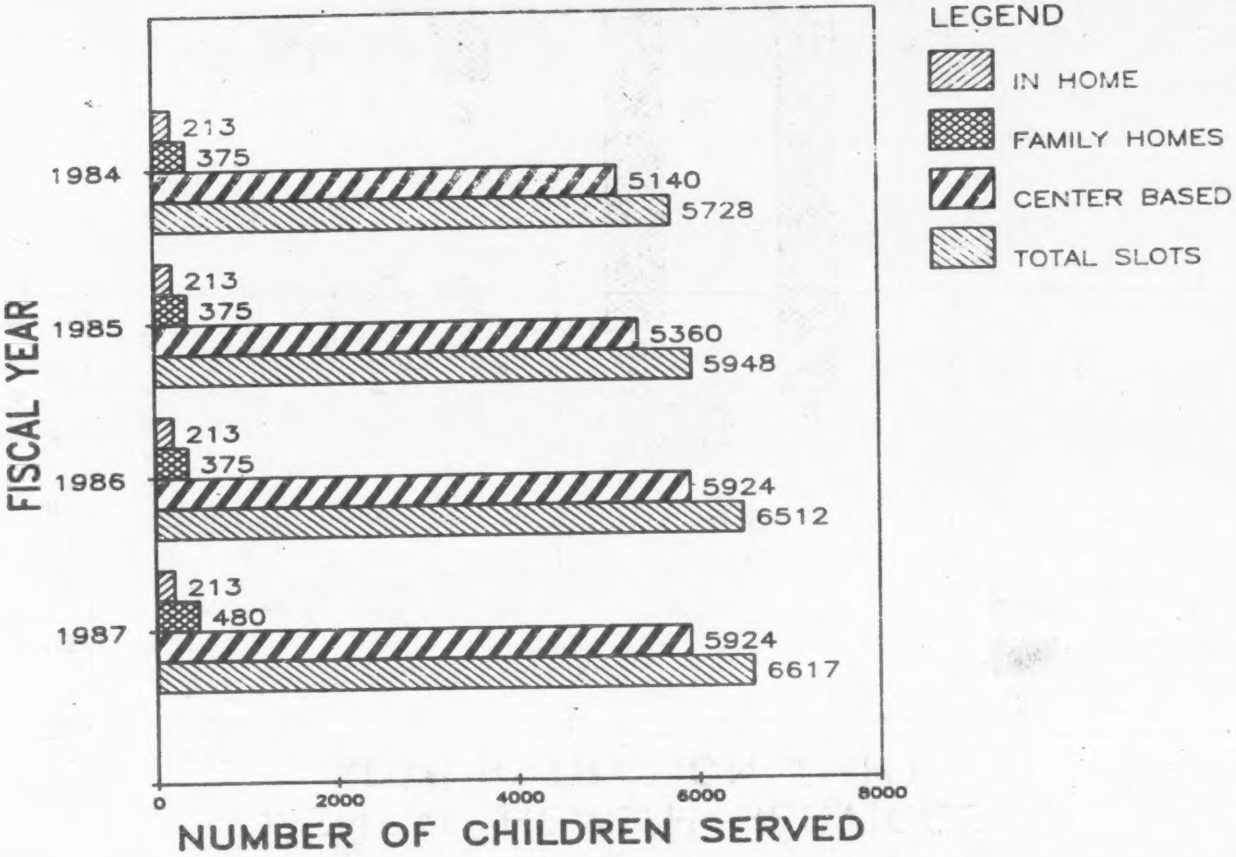
AID TO FAMILIES WITH DEPENDENT CHILDREN PAYROLL



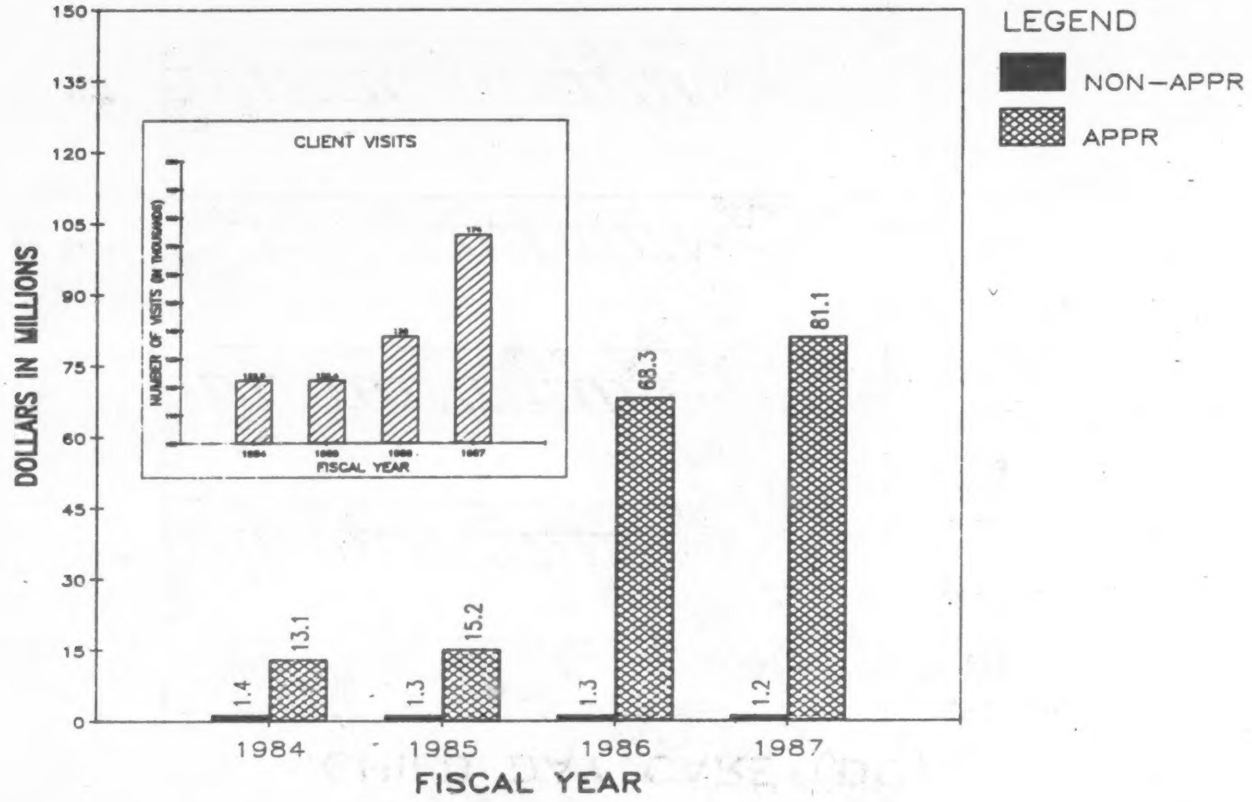
EMERGENCY ASSISTANCE SERVICES



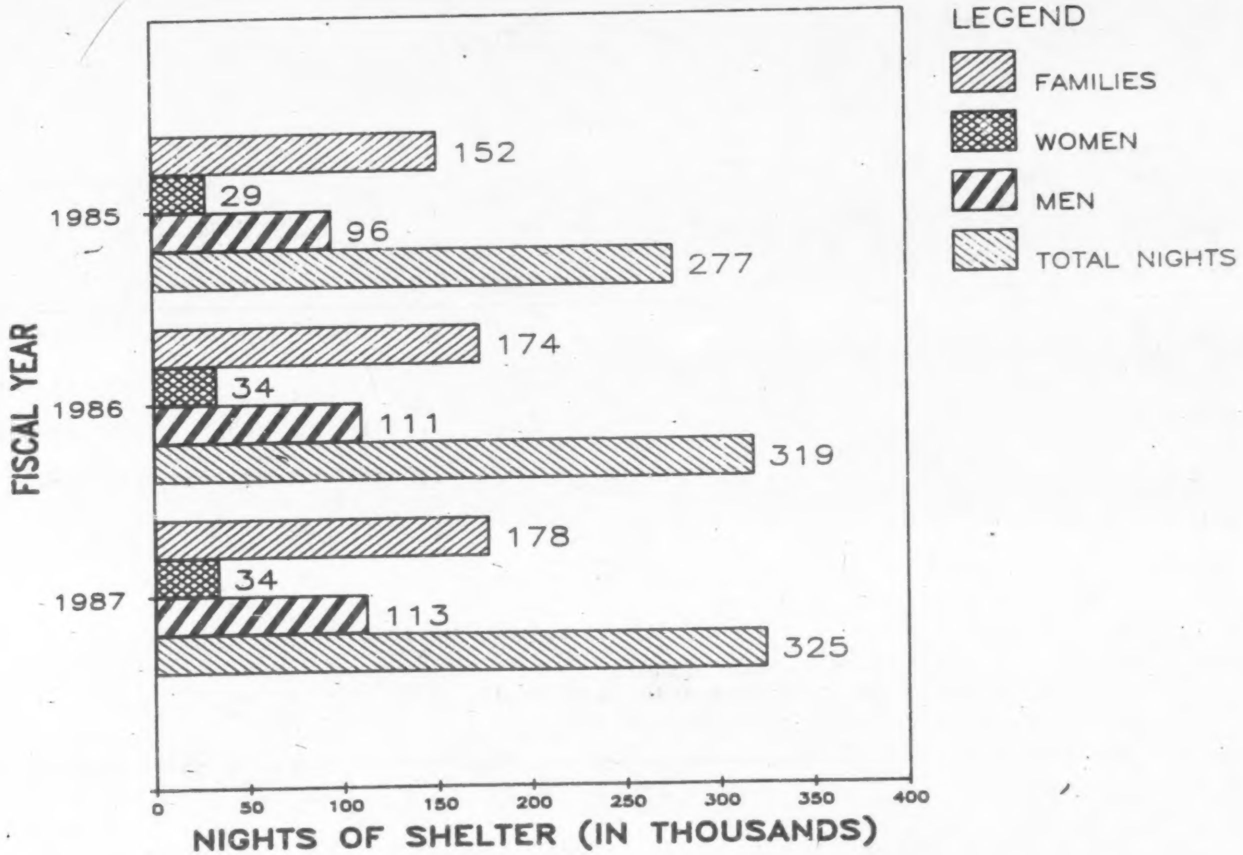
CHILD DAY CARE (DC)



MENTAL HEALTH SERVICES ADMINISTRATION (MH)



SHELTER PROGRAM



LARGEST DISTRICT AGENCY

Mr. **Dixon**. Your agency is the largest in the District government?

Mr. **Rivers**. Yes, sir.

Mr. **Dixon**. It has the largest budget.

Mr. **Rivers**. Yes, sir.

ORGANIZATION OF DEPARTMENT

Mr. **Dixon**. I was looking at a schematic of how your department is laid out. You have, obviously, the Commission of Social Services, you have a Commission of——

Mr. **Rivers**. And a Commission of Public Health, headed by Dr. McBride.

Mr. **Dixon**. Then you have Medicaid, medical charities.

Mr. **Rivers**. Yes.

Mr. **Dixon**. Then you have a grant contingency fund. What is that?

Mr. **Jarvis**. It is no longer funded.

Mr. **Dixon**. What was it?

Mr. **Byron Marshall**. Four years ago we thought we might lose a lot of Federal funds. Since FY 1984 we have not put more money into it.

OVERVIEW OF COMMISSION OF SOCIAL SERVICES

Mr. **Dixon**. Would you like to give me an oversight of what your agency does?

Ms. **Rowe**. The Commission of Social Services is to provide those services that when combined with other support services in the city, such as housing, employment, education, et cetera, will help people who are facing crisis or who find themselves in a situation for a temporary period of time in which they need some assistance from the government. Those services are delivered through our income maintenance or financial aid programs; our family and child services programs, such as day care, rehabilitation services for people who find themselves in a situation where they are physically incapacitated and need training to return to work, as well as youth services, which is responsible for administering those programs for juveniles who come in contact with the criminal justice system.

FY 1987 INCREASE FOR COMMISSION ON SOCIAL SERVICES

Mr. **Dixon**. How much of the net increase of $29.6 million and 65 positions will you be receiving?

Mr. **Byron Marshall**. $9.9 million.

Mr. **Dixon**. Where is most of this going, to what particular agency within the Department of Human Services?

Mr. **Byron Marshall**. $1.3 million to Forest Haven and to service the mentally retarded or developmentally disabled. Another $1 million to handicapped individuals and at risk youth.

Mr. **Dixon**. What is the big chunk?

Mr. **Byron Marshall**. The balance of it is small chunks that are for day care, foster care, pay adjustments and other such programs.

Ms. **Rowe**. Do you mean the $29 million increase?

BREAKDOWN OF FY 1987 INCREASE

Mr. **Dixon**. As I understand it, there is a net increase of $29.6 million. I am asking——

Mr. **Byron Marshall**. I thought you were asking about the Social Services requested increase only.

Mr. **Rivers**. $400,000 is going into executive direction and support. In the Commission on Social Services, that increase would be $9.9 million. In Medicaid, $12.4 million, and the Commission of Public Health has an increase of $18 million.

Mr. **Dixon**. And the increase for Medicaid is $12 million, and how many positions?

Mr. **Rivers**. There are no positions.

Mr. **Jarvis**. No appropriated positions.

INCREASE IN MEDICAID

Mr. **Dixon**. Why is there such a large increase in Medicaid, $12 million?

Mr. **Jarvis**. It covers a variety of programs that the Director alluded to in his opening remarks. There is an increase of $6.3 million for an intermediate facility for the mentally retarded beds; inflationary costs of $2.7 million; $1.5 million for the new rehabilitation hospital; $900,000 for 100 new day treatment slots, and $1.0 million for home health care clinic services. These increases total about $12.4 million. However, the net increase is only $1.5 million because there is a base reduction in the District appropriation of almost $10 million. That base adjustment is necessary to account for the increase of Federal financial participation from 47 percent to 50 percent.

Mr. **Dixon**. Have you voted, Mr. Coughlin? I was going to turn it over to you.

Mr. **Coughlin**. No, I have not.

Mr. **Dixon**. Why don't we take a recess, and we will come back? [Recess.]

Mr. **Dixon**. David, you seem to be the heartbeat of the District's services here.

INCREASE FOR HOMELESS PROGRAM

Mr. **Rivers**. That is a good way to put it. This is a net increase that gives you a summary of what we were talking about in the net increase.

Mr. **Dixon**. Did I hear you say there was going to be an increase of $1 million for homeless shelter facilities?

Mr. **Rivers**. Yes. To buy an additional 55 bed spaces.

Mr. **Dixon**. How much is the District spending at the present time for providing services to the homeless?

Ms. **Rowe**. The total budget we expended last fiscal year was approximately $5 million for shelter beds.

Mr. **Dixon**. Ms. Rowe, that is your jurisdiction?

Ms. **Rowe**. Yes.

Mr. **Dixon**. You spent about $5 million last year?

Ms. ROWE. Yes.

NUMBER OF BEDS IN HOMELESS PROGRAM

Mr. DIXON. How many beds?

Ms. ROWE. We had somewhere in the neighborhood of 864 beds.

Mr. DIXON. Did that money include some other services that you provide? Tell me about them. Give me an overview.

Ms. ROWE. That included beds for the emergency shelters, those that we operate under contracts. It also included——

Mr. DIXON. When you say "those we operate under contract," you provide more than 900 beds, you provide some through contracts?

Ms. ROWE. In the city, there are more than 864 beds. We pay for 864. In the city altogether we have, I think it is—I am trying to remember—I think it is about 2100 beds.

Mr. DIXON. The city contracts with these private organizations?

Ms. ROWE. Yes. We contract for about 864 beds. That includes services to single individuals, as well as families. It includes general social services, rehabilitation services and food services. Rehabilitation services include employment counseling, placement services, food service and general maintenance of the facility.

Mr. DIXON. All this is for the homeless?

Ms. ROWE. Yes.

IMPACT OF COURT DECISION ON HOMELESS

Mr. DIXON. How will the court decision impact, if at all, the services you provide?

Ms. ROWE. I have not seen the decision as it has been rendered by the court, but under the initiative we anticipate that we will have to expand service capacity for two reasons. One, there are individuals who, we recognize, migrate to the District of Columbia. The more we guarantee places for people to stay, the more people are going to be interested in migrating to the District.

Secondly, there are clearly other services these individuals are going to need. It is going to require a significant increase of medical and mental health support services if we want to do anything with them other than keep them in these facilities. The kinds of support services we are going to need, as well as some expanded bed capacity, will translate into food service, et cetera.

We anticipate an increase. Now exactly—we did some work on it several years ago.

ESTIMATE OF HOMELESS POPULATION

Mr. DIXON. Do you have an estimate of the homeless population that reside here in Washington?

Ms. ROWE. The University of the District of Columbia did a study, and they estimated somewhere in the neighborhood of 4300 to 4800 individuals. You have another estimate, if you talk to Mitch Snyder, which is 9,000 to 10,000. You have another estimate, based on a study that we commissioned with Howard University, that has it somewhere in the neighborhood of 2100. So it just depends on who you are talking to, as to what figure you get.

CONGRESSIONAL SUBMISSION
DEPARTMENT OF HUMAN SERVICES SUMMARY
FY 1987 NET BUDGET INCREASES

	($ MILLIONS)
° EXECUTIVE DIRECTION AND SUPPORT	.7
° COMMISSION ON SOCIAL SERVICES	7.6
° MEDICAID	12.4
° COMMISSION OF PUBLIC HEALTH	18.0
Total Increases	38.7
Less Base Reduction	-9.0
Net Increases	29.7

CONGRESSIONAL SUBMISSION
DEPARTMENT OF HUMAN SERVICES SUMMARY
FY 1987 NET BUDGET INCREASES

EXECUTIVE DIRECTION AND SUPPORT	($ MILLIONS)
• WITHIN GRADES AND PAY ADJUSTMENT	.5
• COMMUNICATION SERVICES	.2
Total Increases	.7
Base Adjustments	-.3
Net Increases	.4

CONGRESSIONAL SUBMISSION
DEPARTMENT OF HUMAN SERVICES SUMMARY
FY 1987 NET BUDGET INCREASES

COMMISSION ON SOCIAL SERVICES	($ MILLIONS)
° 14 NEW POSITIONS - CHILD AND FAMILY SERVICES ($264,000)	.3
° ANNUALIZATION OF 12 CFT POSITIONS ($74,000)) ° 1 NEW POSITION ($19,000))	.1
° SIX NEW LATINO AFFAIRS POSITIONS	...
° WITHIN GRADES AND PAY ADJUSTMENT	1.5
° INCREASE IN STIPEND FOR GPA AND AFDC RECIPIENTS	.5
° 105 DAY CARE SLOTS FOR HISPANIC RESIDENTS	.3
° 122 DAY CARE SLOTS FOR AFDC RECIPIENTS	.3
° INCREASE IN CHORE AIDE SERVICES	.4
° 55 NEW SHELTER BEDS	.5
° SELF-SUFFICIENCY PROGRAM	.1
° SERVICES FOR 100 AIDS PATIENTS	.2
° NEW SERVICE CENTER FOR ADAMS MORGAN	.2
° NEW FOSTER CARE PLACEMENTS AND SERVICES	.9
° HANDICAPPED SERVICES	.2
° SERVICES TO MENTALLY RETARDED/DISABLED	1.3
° SERVICES TO HANDICAPPED AND AT-RISK YOUTH	.8
Total Increases	7.6
Base Adjustments	+2.3
Net Increases	9.9

CONGRESSIONAL SUBMISSION
DEPARTMENT OF HUMAN SERVICES SUMMARY
FY 1987 NET BUDGET INCREASES

MEDICAID	($ MILLIONS)
° INCREASE FOR ICF/ICF-MR BEDS	6.3
° INFLATIONARY COSTS	2.7
° FUNDS FOR NEW NATIONAL REHABILITATION HOSPITAL	1.5
° 100 NEW SLOTS FOR CLIENTS IN DAY TREATMENT PROGRAMS	.9
° COSTS FOR HOME HEALTH CARE AND CLINIC SERVICES	1.0
Total Increases	12.4
Base Adjustments	-10.9
Net Increases	1.5

CONGRESSIONAL SUBMISSION
DEPARTMENT OF HUMAN SERVICES SUMMARY
FY 1987 NET BUDGET INCREASES

COMMISSION OF PUBLIC HEALTH	($ MILLIONS)
° 11 NEW LATINO AFFAIRS POSITIONS	...
° 4 NEW POSITIONS - COMMODITY SUPPLEMENTAL FOOD PROGRAM ($53,000)	...
° CONVERSION OF 29 TEMPORARY POSITIONS TO FULL-TIME	...
° ANNUALIZATION OF 24 CFT POSITIONS ($176,000)	.2
° 13 TEMPORARY SECURITY GUARDS AT D.C. VILLAGE	.2
° WITHIN GRADES AND PAY ADJUSTMENT	1.4
° 5 PERCENT COST OF LIVING INCREASE - J.B. JOHNSON NURSING HOME	.2
° PERSONAL CARE AIDE WAGE INCREASE ($.25 per hour)	.3
° INCREASE IN DIXON RELATED CONTRACTS	2.5
° FORENSIC PRETRIAL EXAMINATIONS	.4
° 3 MULTI-MODALITY DRUG TREATMENT CLINICS	1.5
° EXPANSION OF COMMUNITY-BASED, DRUG-FREE PROGRAM	.2
° MENTAL HEALTH SERVICES TO THE HOMELESS	.5
° EXPANSION OF AIDS PROGRAM	1.5
° ADDITIONAL FOOD PACKAGES FOR WIC PROGRAM	.5
° ST. ELIZABETHS HOSPITAL PAYMENT	8.6
Total Increases	18.0
Base Reduction	-.1
Net Increases	17.9

FEDERAL INVOLVEMENT IN HOMELESS PROGRAMS

Mr. **Dixon**. Are you the one that deals with issues that generally affect the Federal Government?

Ms. **Rowe**. Yes, sir.

Mr. **Dixon**. What is the relationship? What is the Federal Government's participation?

Ms. **Rowe**. The Federal Government's participation has solely been around the Second and D Street Shelter and the negotiations that they entered into several years ago with Center for Creative Nonviolence to enter that shelter and the subsequent negotiations that went on after that. Other than that, there is no Federal involvement with the homeless program.

Mr. **Dixon**. Mr. Rivers.

Mr. **Rivers**. I think in our court case, we said basically this decision could cost the District as high as $60 million a year. It is our intention obviously to appeal the case at this time.

SERVICES PROVIDED TO HOMELESS PERSONS

Mr. **Dixon**. At the moment, someone who is homeless is eligible to receive shelter and some form of medical treatment from the District.

Ms. **Rowe**. Yes. There are medical facilities located under a grant we have with the Robert Wood Johnson Foundation, located at the men's shelter, and the female shelter. The shelters offer food, medical care, some mental health services, job referrals, and job support services.

FOOD SERVICE PROGRAM FOR HOMELESS

Mr. **Dixon**. How do you administer the food program?

Ms. **Rowe**. The food service program for the shelters is mainly part of the overall contract that we have with, say, the Council of Churches which has responsibility for operating the Blair and Pierce Shelters. As a result of that contract, they have a responsibility for providing the food service. We will in the next fiscal year use homeless individuals themselves as part of the work force that provides some of the support services, such as maintenance and food service. But right now contractors hire people to provide food service.

Also, we have consolidated our food services and provide it out of one of our facilities to the two shelters. We will be moving that from one facility to another for the next year.

Mr. **Dixon**. You do all that on about $5 million a year?

Ms. **Rowe**. Yes.

DRUG TREATMENT PROGRAM

Mr. **Dixon**. Is it your agency that administers the drug rehabilitation program?

Ms. **Rowe**. No, sir.

Mr. **Rivers**. Public Health.

RECENT DRUG CONTRACT FOR D.C. PUBLIC SCHOOLS

Mr. **Dixon**. I am glad of that. Obviously, there has been a lot of controversy reported in the Washington Post about the particular contract that was let. Are you familiar with that?

Mr. **Rivers**. Yes, sir. I will respond to that. Obviously, too, I was implicated in the article. I guess the rumor has it that somehow the contract was wired——

Mr. **Dixon**. They used that language in the article.

Mr. **Rivers**. The award of this contract was above reproach. I have invited everyone from the school system to look at the entire process. No one has come forward.

In addition, Councilman Clarke has requested the D.C. Auditor to come in and look at this contract. Hopefully in the next couple of days the auditor will release a report, and I will be proven correct in my initial statement that this contract was awarded properly and above board. It is sort of depressing sometimes when people make allegations about a process not knowing what the process is or should be.

We are hopeful—once the report is completed, that we can come back before this committee to present you the finding of the audit report, as well as a copy.

Mr. **Dixon**. Which of your agencies had jurisdiction over this contract?

Mr. **Rivers**. Alcohol and Drug Abuse Administration.

INVOLVEMENT OF DIRECTOR IN DRUG CONTRACT

Mr. **Dixon**. Do you take an active involvement in the awarding of a contract?

Mr. **Rivers**. Active involvement in the fact the Office of Administration is the contracting agency, along with the administering program, in this instance, ADAA. The program staff are responsible for designing the work program, writing the RFP that is sent to the contract office for the final advertisement, panel interview, scoring and final award of the contract.

Mr. **Dixon**. Is done by?

Mr. **Rivers**. The Office of Administration's contracts unit within the Executive Direction and Support, along with the——

Mr. **Dixon**. That is immediately under you.

Mr. **Rivers**. Yes.

REVIEW OF CONTRACT BIDS

Mr. **Dixon**. Do you review all bids?

Mr. **Rivers**. No, I don't. That is done by the Office of Administration in conjunction with the appropriate official in the program.

INVOLVEMENT OF ADAA IN AWARDING CONTRACT

Mr. **Dixon**. So the Alcohol and Drug Abuse Administration didn't have anything to do with the awarding of the contract.

Mr. **Rivers**. Yes, they did; in fact, they wrote the RFP, they had people on the committee who were evaluating the proposal. Also, we had people from the school system who were evaluating. So the evaluators are the key people in this process and determine what scores are awarded to which contractor. The final decision is based on their recommendation. So in this process, the evaluation is independent. We go by what the evaluators say in awarding these contracts.

Mr. Dixon. Sir, would you identify yourself?

Dr. McBride. I am Dr. McBride, Commissioner of Public Health.

DEVELOPMENT OF RFP FOR DRUG CONTRACT

Mr. Dixon. As I hear Mr. Rivers, he indicates that your agency developed the RFP.

Dr. McBride. The development of the RFP came out of the Alcohol and Drug Abuse Services Administration. The actual development of the RFP was an outgrowth of the joint planning effort Dr. Mitchell, the ADASA administrator, and the school system. The whole thrust behind that particular contract was the school-based prevention program which had an allocation of approximately $1 million. That whole piece was developed as an outgrowth of the joint planning.

As Mr. Rivers stated, the school system representatives participated in the actual panel that ultimately ranked the contractors.

STATUS OF DRUG CONTRACT

Mr. Dixon. What is the status of the contract now?

Mr. Rivers. The contract—based on the allegation, John Clyburn requested we cancel the contract. We cancelled the contract. Dr. McBride and Mr. Mitchell are meeting with school officials to look at how we can get this program going because it is an essential program. Hopefully we can select another contractor. We had 12 contractors who responded to this RFP, so hopefully with the Public Schools' participation again, we can get again one of the best qualified contractors that is "acceptable" to the school system.

COMPETITIVELY BID DRUG CONTRACT

Mr. Dixon. Was this a competitive-bid contract?

Mr. Rivers. Yes, sir, it was. We had 12 responses from contractors.

Mr. Dixon. Was it the low bid?

Mr. Rivers. In this case, it was the low bid, and there were other factors. I think cost was a factor, corporate experience, program design isn't that correct, Dr. Mitchell?

Dr. Mitchell. I am Dr. Lonnie Mitchell. There were 12 vendors who responded to the request for proposal. As you heard Dr. McBride mention, that proposal grew out of a report that had been developed jointly by the school personnel, and the commission personnel, submitted both to Dr. McBride and the Superintendent of Schools who endorsed it.

The request for proposal then drew heavily on that report. That was sent out to the community for response and the 12 vendors responded.

OBJECTION TO DRUG CONTRACTOR BY PUBLIC SCHOOLS

Mr. DIXON. What I am looking for is an answer to the question of whether you knew ahead of time that the school board objected to the letting of this contract?

Mr. RIVERS. Letting the contract? I had no knowledge they objected.

Dr. MCBRIDE. There were reports in the papers that pre-dated this that indicated some informal kinds of concerns. I can't give you the exact date, but several weeks prior to that we had presented the concept to the schools, a subcommittee of the school——

Mr. DIXON. Raised some objection?

Dr. MCBRIDE. No. When I presented the concepts to the subcommittee, the Student Services Committee, there were no objections raised at that meeting. There were enough public concerns—there was obviously public concern, there were some press reports, so we were very particular that the integrity of the contracting process would be kept intact with this particular contract.

Mr. DIXON. Mr. Coughlin.

Mr. COUGHLIN. Thank you, Mr. Chairman.

I believe the contract the chairman is referring to is a drug counseling contract.

Mr. RIVERS. Yes, sir.

EVALUATION OF ALL BIDS FOR DRUG CONTRACT

Mr. COUGHLIN. It was reported there was another bid not even opened for $377,000.

Mr. RIVERS. Sir, that is absolutely false. All reports were evaluated. We had 12 proposals, we had 12 proposals evaluated by a three-member panel.

Mr. COUGHLIN. Was there another bid of $377,000?

Mr. RIVERS. I don't know the exact amount. I think you are referring to a bid that was sealed. The normal process is, after you decide who the winning bid will be, you notify other bidders. That is you seal their proposals and send them back to them with a letter saying "If you have some questions, contact the Office of Administration, and you will be debriefed in terms of why you did not win the contract." They simply were not competitive. That is why they didn't win the contract.

Mr. DIXON. I understood you to say the organization that got it was the low bid. Is that correct?

Mr. RIVERS. I don't know what the evaluation panel's report——

Mr. DIXON. When I say low bid, I mean the absolute lowest dollar.

BIDDING ON PARTS OF DRUG CONTRACT

Dr. MCBRIDE. The problem is that the bidders were allowed to bid on parts of the RFP. There were only a few of the 12 that actually bid on the whole package. The package included four components, one was peer counseling, teacher counseling and a preventive aspect of it that doubled staff development, and then there was an early intervention of youngsters who had come into contact with the criminal justice system. Those were the components. So that some of the bidders bid on parts of the RFP and not the whole piece.

Mr. DIXON. Of those who bid on the complete package, was the contract awarded to the lowest bidder?

Dr. MCBRIDE. I couldn't——

Dr. MITCHELL. I did not have access to the final story.

Mr. RIVERS. We will be glad to provide the information to the committee. The cost on all the proposals—and do you want the proposal itself?

Mr. COUGHLIN. I don't think we need the actual proposals, we just need an analysis of the bids. Not necessarily for the record, but for the committee.

COST OF HOUSING A FAMILY AT PITTS HOTEL

Another recent newspaper article and TV news segment you were referring to earlier reported the District was paying $2,700 a month to house a family of four at the Pitts Hotel on Belmont Street in Northwest. Is that basically correct, it costs that much?

Mr. RIVERS. Yes.

Mr. COUGHLIN. $2,700 is basically correct?

Ms. ROWE. Basically correct.

LENGTH OF STAY AT PITTS HOTEL

Mr. COUGHLIN. How long does it take to move a family out, and where do they go?

Ms. ROWE. That is one of the problems that we face. The average length of time that a family stays at the Pitts Motor Hotel is about 220 days, which is far in excess of the length of time which we—I am sorry, 149 days, which is far in excess of the length of time we want a family to stay. Some of them stay in the shelter program as much as 220 days.

PROBLEMS WITH RELOCATING FAMILIES

The problem is two-fold. One, many of the families who come into the Pitts are families who have a number of other problems besides just housing. Just to provide the housing would still not make this family able to live self sufficiently in their own place. So part of the time is spent just in dealing with parenting skills and working with the parents to understanding things like budgeting. Many of these people have been evicted from housing, some of them have never been primary renters, they have lived with sisters, aunts, or cousins and had to move because of overcrowded situations, et cetera.

So that getting them just ready for housing and then finding affordable housing, when you have a mother and four children, that they can meet other than public housing is extremely difficult. So what we have created is what we call second-stage housing. Once a family is ready to move on, we will move them on to an apartment living situation. There they take responsibility for their meals, and in one other program they also pay what is in essence a rental fee. That fee they get back when they move out to meet their first month's rent, or first month's deposit into permanent housing.

Our second-stage housing is starting to back up. Even though these are the people ready to move into housing, we don't have the kind of low-cost affordable housing.

Mr. RIVERS. Once we get help, like from the U.S. Marshal's office, we have no choice but to look for alternative housing for families. As you recall, some time ago, the U.S. Marshals were evicting as many as 100 families per day, and when that is done, it is incumbent upon us to provide alternative housing.

Ms. ROWE. An example of that is during the month of April, for a two-week period, they were evicting 60 families a day, and we have to provide emergency shelter service to those families under Public Law 2-22, the Prevention of Child Abuse and Neglect Act.

SERVICES PROVIDED FOR STAY AT PITTS HOTEL

Mr. COUGHLIN. The $2,700 a month, that just is for housing and food? That is not for the counseling services?

Ms. ROWE. It is housing, food, and maintenance costs. We do provide housekeeping services. When we started this program, we didn't provide housekeeping services. It created an enormous problem for us. It became apparent that we had to provide housekeeping services, so that is included in the contract. Those housekeeping services range from individuals taking responsibility for cleaning the halls to inclusion of pulling peoples bed linen and laundering, because you are operating in a hotel environment.

STATUS OF PLANS FOR SPECIAL EDUCATION

Mr. COUGHLIN. The other question that has come up recently in connection with the Youth Services Division was the compliance with Federal law and court orders regarding special education for the handicapped. The General Accounting Office investigated and received written plans from the District in February of 1986. What is the status of this plan now?

Ms. ROWE. We are proceeding to implement that plan. A major component of the plan is that the D.C. Public Schools this September will take over the operation of educational services at the receiving home. They have just completed their audit of the program that we operate at Oak Hill and are now proceeding to provide us technical assistance which will include upgrading special education teachers, as well as recruiting some additional special education teachers so we can have a full special education program.

Mr. COUGHLIN. At Oak Hill?

Ms. ROWE. At Oak Hill.

SPECIAL EDUCATION BUDGET

Mr. COUGHLIN. How much of your budget goes to special education?

Ms. ROWE. I can provide that.

[The information follows:]

In Fiscal Year 1985, the cost for special education teachers is $300,200 in the Youth Services Administration. This represents the cost of 11 teachers at Oak Hill and the Receiving Home.

TOTAL BUDGET FOR DRUG TREATMENT PROGRAM

Mr. COUGHLIN. Could you also provide how much of your budget goes into drug treatment—not just urinalysis, the whole drug treatment program.

[The information follows:]

DRUG TREATMENT SERVICES

In Fiscal Year 1986, $12.2 million in appropriated authority is budgeted for drug treatment services.

OVERTIME IN YOUTH SERVICES ADMINISTRATION

Mr. COUGHLIN. It has been indicated that your Youth Services Administration pays out about $50,000 to $100,000 every two weeks in overtime costs. Is that the case?

Ms. ROWE. That is approximately what is paid out in overtime. The overtime situation in Youth Services is one that we have been addressing for several years. There have been a number of factors that have contributed to that. For example, we made a decision in 1982-1983 to close Cedar Knoll, both because of insufficient funds to provide quality comprehensive programming and the reduced numbers of children coming into our criminal justice system.

We negotiated that closure with the Public Defenders Service and D.C. Superior Court. At the point at which we notified the court that the facility would be closed, we had less than 50 children in it, and on the date that we had anticipated closing it, we had very few young people in it and expected it to close immediately. It was almost within a week we started to see an increase in young people coming in because of drug-related charges. And at this time, this facility is now back to the size that it was at the moment, in terms of number of kids there, we made the decision to close it. However, no funding or staff have been budgeted for the facility since fiscal year 1984.

What that meant was, we have had to work with an enormous amount of overtime to provide the one-to-20 coverage that is a minimum mandatory for the kids who were in that facility. We have had a 21-percent increase between September and February of young people coming into our juvenile justice system, one that was not anticipated and one that was not planned for. It just sort of started to blossom.

The other thing that affected overtime is that the length of stay has increased for the young people coming in. Whereas before young people were usually in the facility for less than 30 days. The average length of time young people are staying in the facility now is 65 to 70 days. We recently completed a study and met with the Superior Court to pass that information on to them as well, because that is something over which we have limited control.

INCREASE IN YOUTH OFFENDERS

Mr. COUGHLIN. Have they given you a reason for this influx?

Ms. ROWE. Twenty-nine percent of the kids coming in are coming in either for drug charges or drug-related, primarily DWIs, and these seem to be the two things. Major crimes, robberies, assaults, et cetera, are not what we are getting.

USE OF OVERTIME TO OPERATE CEDAR KNOLL

Mr. **Rivers**. In addition, sir, what we did when we anticipated closing Cedar Knoll, we abolished the positions and eleminated the funding. After we were unable to close Cedar Knoll, we didn't have the appropriate position authority, so we utilized overtime as a means of providing services to the kids. What we have done is filled, I think 48 temporary positions in April and will fill more in June.

Ms. **Rowe**. Altogether 60.

Mr. **Rivers**. That will reduce the overtime caused by the fact that we didn't have the full-time personnel to provide service before.

SOLE SOURCE AND COMPETITIVE BID CONTRACTS

Mr. **Coughlin**. I understand Youth Services contracts tend to be more sole source rather than competitive bid. Could you provide for the record a list of all the contracts that were sole source and the number competitively bid. Not for the record, but for the committee?

Mr. **Rivers**. We face a little dilemma. We have got a group of people, especially providers and others who would prefer the department sole sourced those contracts. You also have another group who would prefer services to be openly and competitively contracted. Either way, we have a problem. Even when you openly and conpetitively advertise a contract and get 15 people bidding on a contract and the one person who is successful; you have 14 people saying the same thing, "There is collusion."

So somehow we have to look at this process very carefully in terms of the direction we go. There is always that perception about contracts.

Ms. **Rowe**. Let me also add that in the Youth Services Administration, the only sole source contracts we have done were a result of a GAO audit several years ago which requested that we immediately put in place all of the Youth Services contracts. We have since decided to do it on a competitive basis, because they had been in place for such a long time. So most of the contracts that you will find, probably 90 percent of them, have come from competitive bid, in Youth Services.

Mr. **Dixon**. Mr. Natcher.

Mr. **Natcher**. No questions.

Mr. **Dixon**. Mr. Green.

AIDS PROGRAM

Mr. **Green**. I notice you are undertaking a major AIDS program.

Mr. **Rivers**. Yes, sir.

AIDS POPULATION IN DISTRICT

Mr. **Green**. How big do you think your AIDS population is currently?

Dr. **McBride**. About 380.

RATE OF INCREASE IN AIDS CASES

Mr. **Green**. What is the current rate of increase?

Dr. **McBride**. It is almost at the point of doubling every year.

AIDS RELATED TO DRUG USERS

Mr. **Green**. Have you had any occasion to test drug users? In New York City, I am told, at least in some programs for drug users, they are finding that some 80 percent are positive.

Dr. **McBride**. Fortunately, in the District, that hasn't been the case. About five percent of our cases of AIDS are drug-related, and in tests we have done, in cooperation with the CDC, under 10 percent of our drug using population apparently has the virus. So in the District, we are somewhat fortunate, as opposed to, say, Newark, where they are reporting some 75 percent of new cases are drug related.

Mr. **Green**. I gather it depends on whether, in the local drug culture, there is some sharing of needles.

Dr. **McBride**. There is a lot of mixing related to the gay community and not being a heavily high drug using community in the District, we think this is an opportunity to stop the spread or at least curtail the spread. So our programs are directed toward that group.

SPREAD OF AIDS AMONG NON-RISK GROUPS

Mr. **Green**. Have you seen much spread to groups not considered at risk or that haven't been considered at risk in the past?

Dr. **McBride**. No.

Mr. **Green**. Thank you, Mr. Chairman.

Mr. **Dixon**. Mr. Hoyer.

Mr. **Hoyer**. No questions, Mr. Chairman.

Mr. **Dixon**. Mr. Wolf.

RAISING THE DRINKING AGE TO 21

Mr. **Wolf**. Just one question, Mr. Chairman.

Mr. Rivers, in your testimony on page six, you talk in terms of drug abuse, and on the bottom, your sentence says "There is no urban challenge today more difficult than the prevention, reduction, and successful treatment of drug abuse and other drugs." Do you include alcohol?

Mr. **Rivers**. Yes.

Mr. **Wolf**. One of the other witnesses mentioned DWI. I am leading up to the question of the District of Columbia being the only jurisdiction on the East Coast now where an 18-year old can buy alcohol. Hawaii and Louisiana are ready to go to 21. As a public policy question, as someone who deals with public health, as an individual, do you think there is some merit in moving to the same age of 21 as the other jurisdictions around here? Would it be helpful with regard to your job of drug abuse and DWI.

Mr. **Rivers**. From a public policy standpoint, we are looking at that situation right now. From my own individual standpoint, I think, yes, there is some merit into looking at the situation very carefully.

Mr. WOLF. Thank you very much.

Mr. DIXON. Isn't it true the City Council has turned down legislation to increase the drinking age to 21?

Mr. RIVERS. That is true.

Ms. ROWE. Yes.

Mr. DIXON. So what are you looking at? The thrust of Mr. Wolf's question is to try to change that policy. I don't understand exactly what you are looking at if the City Council has already considered and rejected that proposal. Are you looking at making a recommendation?

Mr. RIVERS. We are looking at the situation in order to determine if we will make a recommendation.

Mr. DIXON. Did you make a recommendation when the original legislation was before the City Council?

Ms. ROWE. I don't think we did. I don't think we were involved at that time. And I need to make a clarification. I should have said—my acronyms get me confused. UUV, unauthorized use of a vehicle, rather than DWI.

Mr. DIXON. Mr. Wolf got in his question anyway.

NON-DISTRICT RESIDENTS BUYING ALCOHOL IN THE DISTRICT

Dr. MCBRIDE. One of the things that might be pointed out in this whole effort, is the motor vehicle and its relation to alcohol. The compelling case for the District, I think Mr. Rivers and I agree in terms of what we both feel, is that curtailing the use of alcohol is a very important area and should be considered. Evidence within the District is that alcohol-related accidents as it relates to young people is not that compelling evidence, or a compelling argument. The argument is that youngsters come into the District and then drive out into Maryland and Virginia.

Mr. WOLF. I contacted the Virginia State Police after the last hearing and on a quick snapshot they said they had a study conducted to attempt to determine where the person under the age of 21 had purchased the alcoholic beverage—ten of the 15 persons under the age of 21 arrested during this period volunteered the requested information. The District of Columbia, six; Fairfax County, two; Loudon County, one; and City of Falls Church, one. So that was just a quick snapshot.

But a majority were from the District of Columbia. I think you are accurate, the problem is not so much in the District but outside as they leave the District to come out. But since we are kind of so close—you can't tell the District from Virginia from Maryland, we all root for the Redskins and ride the Metro again. It would be nice if our drinking age were the same.

Thank you very much.

Mr. DIXON. I would like to thank you, Mr. Rivers, and your staff for your testimony here today.

QUESTIONS SUBMITTED FOR THE RECORD

I have some questions that I will submit to you to be answered for the record.

[The Committee's questions referred to and the Department's response follows:]

DEPARTMENT OF HUMAN SERVICES

QUESTION:
1. On page JA-13 of your submission, under the Alcohol and Drug Abuse Administration, you are requesting $1.5 million to open three comprehensive multi-modality clinics which will replace one existing facility which is no longer cost-effective.

a. What use will be made of the clinic being replaced, if any?

b. Provide a brief explanation as to how you determined that the existing facility is no longer cost-effective?

ANSWER:
1a&b. Initially, we had planned to redeploy staff from the CEASED Clinic located at 433 9th Street, N.E., to other ADASA clinics to reduce the client counselor ratio and thereby increase the quality of treatment services to clients. This plan assumed that new clinic facilities would be easily obtained. However, we have come to learn that this is not the case. As such, it is anticipated that we will not close the CEASED Clinic in FY 1987. Rather, we will continue to provide treatment service in that facility until all new clinics are on line. At that time, the client population will be reduced through attrition from the current level of 250 to 150.

QUESTION:
2. Within the Executive Direction and Support control center under program impacts and adjustments (pp. JA-55, JA-56), there are several redirections to offset a projected deficit in rent in the Office of Policy and Planning.

a. What is the reason for this projected deficit?

b. Why does this deficit occur in Policy and Planning and not in the other responsibility centers except the Office of the Controller, where the redirection is done within the responsibility center (from energy to rent)?

c. What occurred within the Office of the Director, the Office of Administration and the Office of Mental Health System Reorganization to make this redirection of $185,000 possible (p. JA-56)?

ANSWER:
2a&b. The projected deficit in the Office of Policy and Planning is due to the establishment of the Office of Self-Sufficiency located at 1331 H Street, N.W., and the relocation of the State Health Planning and Development Agency and the Office of Vital Records. All of which happened subsequent to the formulation of the Fiscal Year 1986 budget.

2c. The actual rental expenditures within the Office of the Director, the Office of Administration, and the Office of Mental Health Systems Reorganization fell below the budgeted rental expenditures for Fiscal Year 1985, which allowed the control center the flexibility to redirect funds to the Office of Policy and Planning to cover the anticipated deficit for rental of space at 1331 H Street, N.W. and 425 I Street, N.W.

QUESTION:
3. An increase of $583,000 is being requested (p. JA-68) to increase the number of shelter beds by 55 to 1,013 in fiscal year 1987. Program performance data on page JA-69 shows total homeless clients of 4,010 projected for fiscal year 1987 or a difference of about 3,000.

a. What services will be provided for these additional 55 beds with the $583,000 (average of $10,600 for the 55 beds versus $6,088 for 958 beds in fiscal year 1986 (p. JA-72); the overall average for fiscal year 1987 will be about $6,333)?

b. What is the total number of individuals for which the District provides shelter?

c. How many individuals, on the average, are housed in private facilities? What is the average cost of housing an individual in a private facility?

d. How much of your budget goes toward housing individuals in private facilities?

ANSWER:
3a. The 55 additional beds in FY 1987 will provide services to 39 families and 16 handicapped persons (8 men and 8 women).

The services to be provided in addition to temporary shelter and meals are comprehensive vocational services which include job placements, training, and readiness; medical, transportation, educational and housing, referrals. Other services to be provided include counseling, money management, parenting, housekeeping, etc.

3b.

FY 1985 Actuals	FY 1986 Projection	FY 1987 Projection
4,951	5,558	5,653

The number of individuals to be provided shelter is expected to increase by 12% from FY 1985 to FY 1986 and by 2% from FY 1986 to FY 1987. This is due to the fact that the average length of stay has increased from 53 days in FY 1985 to 120 days in FY 1986.

3c. On the average, 507 bed spaces are housed in private facilities. The Department of Human Services currently has 944 contracted bed spaces.

The average cost of bed space in a private facility will be provided at a later date. The Department of Human Services' average cost is $2,760 per person for an average of 120 days.

3d. The department does not supplement individuals in private facilities; therefore, we do not spend any funds in these facilities.

QUESTION:
4. On page JA-97 of your justifications, you show redirections-out from the Administrative Services Division of $1,012,000 to other responsibility centers to prepare Medicaid cost reports.

a. What is the reason for decentralizing these nonpersonnel service costs to prepare Medicaid cost reports?

b. Were there any personnel associated with preparing these Medicaid reports? If so, why were the positions not also redirected? If not, what will become of the personnel who prepared these reports?

ANSWER:
4a. Regulations from the Department of Health and Human Services require spending for specific categories to be reflected in the appropriate cost centers. The Cost Reports are the basis for setting the daily rate charged for Medicaid patients at the Bureau of Habilitation Services.

Previously, all costs were reflected in one cost center, the Administrative Services Division. This made it very difficult for the Financial Analysis Unit of the Department of Human Services, Office of the Controller, to allocate costs to proper categories and proper cost centers. This is inconsistent with federal regulations and make it virtually impossible to maintain a good audit trail.

4b. Personnel are not associated with preparing these Medicaid reports, within the Bureau of Habilitation Services.

QUESTION:
5. On page JA-98 of the justifications under Residential Living Division, you show redirections-out of 13 positions identified as part of the 41 positions projected as surplus for fiscal year 1986. You further state that there will be no program impact on this responsibility center. You later request a $235,000 increase under item No. 65.0 for services contracts to continue basic operations. You say this is necessary because regular staff have resigned, been redeployed, or been transferred.

a. What is your rationale for redirecting 13 positions and related funds, then requesting an increase to use contracted staff to maintain services and remain certified by Medicaid?

b. Regarding your increase of $74,000 on page JA-98 for furniture and fixtures, if the institution is to be closed, why are you purchasing new furniture and fixtures?

(In addition, 100 clients are projected to be outplaced in Fiscal Year 1987 (p. JA-99)).

ANSWER:
5a. The request for an increase to hire contractual staff stems from the proposed closing of Forest Haven. Redirection and redeployment of full-time staff to other vacant positions in the department, while utilizing short term contracts to provide services offers several advantages:

1. Once the facility is closed, full-time permanent staff will not have to be RIFed;

2. Programs within the department with a need for employees with the skill mix offered by Forest Haven's permanent staff members have access to an experienced employment pool which can be accessed much faster than would be possible through the regular recruitment process; and

3. As patients at the facility are deinstitutionalized and the need for staff diminishes, management has greater flexibility in terminating contracts than in terminating career employees.

5b. Residential buildings at Forest Haven have been in dire need of dormitory furniture, furniture for special program needs, and leisure time furniture for more than seven (7) years. The request for $74,000 is a modest amount considering the extent of the actual need and the type of furniture required by mentally retarded and physically disabled residents.

A significant amount of the furniture in the cottages has no more useful life and the cost in terms of man hours to make repairs (weld, paint, etc.) exceeds its present value. Much of the existing furniture was purchased in 1977 at an approximate cost of $400,000. Since that time, no replacement furniture has been purchased. The purchase of new furniture will add to the quality of the environmental life and comfort of each resident. Further, the dilapidated state of some of the existing furniture has been cited by Medicaid surveyors as a violation of Medicaid standards.

QUESTION:
6. Under the Income Maintenance Administration on page JA-121, you discuss rental funds with $85,000 being redirected-out, $25,000

being redirected-in, $113,000 being redirected-in, and an increase requested of $73,000 for a net change of $126,000.

a. Why don't you simply request an increase of $126,000 in rental funds and eliminate the redirections?

ANSWER:
6. The redirections are necessary to align budget authority with projected expenditures within the Income Maintenance Administration.

QUESTION:
7. On page JA-144 of your submission, you show a redirection-out from the Office of the Administrator of $130,000 to reallocate communications and rent costs to responsibility centers. You also show a redirection-in of $346,000 from Administrative Services for building rent.

a. What is the rationale behind this decentralization of communications and rent expenditures?

ANSWER:
7. This decentralization will allow the department to properly prepare various analyses and cost reports by responsibility center as it allows actual expenditures to be reflected where they are incurred.

QUESTION:
8. During last year's hearings (pages 2907-2908), I asked whether you had some standards to measure the success of your drop-out treatment program. Your response was that you had put in an evaluation system and hoped to have that data this year.

a. Could you tell us how successful your drop-out treatment program has been and what standards you use to measure that success?

ANSWER:
8a. The majority of delinquent youth have histories of truancy and are behind in their academic skills. Their average reading and math skills are about 5th grade. Most delinquents function two years behind their actual grade placement and four years behind their age mates. Most have repeated grades -- particularly fifth and seventh -- and about 15% have been placed in special education programs. We estimate that 45% to 50% of our institutionalized committed delinquents have educational handicaps.

A major goal for the Youth Services Administration is to provide educational advocacy for detained and committed youth. Each component of the Youth Services Administration works with both the youth and his/her family to assist in appropriate school placement, school adjustment and development of academic and vocational skills. Some specific program areas include:

Oak Hill Youth Center

- G.E.D. Program
  Of the 45 youth who were enrolled in this program in FY 1985, 15 received their diplomas.

- O.I.C. Vocational Training

  This building trades program has served 45 youth since its implementation in April 1985. All youth who complete the program are placed in jobs in the community.

Community Services Division

- The Community Services Program served a total of 142 youth in FY 1985. A major focus of this program is educational advocacy. Of 86 youth referred for educational services, 11 had been out of school nine months or more. All 11 were placed in an appropriate school or vocational program. An additional 78 youth received a new educational placement.

Programs for Youth in Group Homes and for committed PINS (Persons In Need of Supervision) - Youth are committed to YSA as PINS for offenses such as truancy. The majority of PINS do not come into the juvenile justice system. The number of PINS cases referred to YSA has also declined from 50 in FY 1984 to 29 in FY 1985. YSA operates three group homes for committed PINS and four for committed delinquents. In FY 1985, the Group Homes Unit served 63 committed delinquent youth. Of this number, 39 required a new school placement. The unit also served 29 committed PINS and placed 7 in a new school.

The PINS Center

The PINS Center, which is a contracted program under YSA, serves as the major diversion program for Persons in Need of Supervision. It provides family counseling and referral services. In FY 1985, 591 youth were referred to the center for truancy or failing grades. The center was successful in returning 458 back to school and monitored their continued involvement in academic programs.

Alternative Detention Division

Home Detention - The Home Detention program provides court ordered supervision for youth while they remain at home pre-trial. A total of 491 youth were served by Home Detention in FY 1985. Of these, 313 were in school at the time of placement in the program. Thirty-six additional youth were placed in a school program during their period of detention.

QUESTION:
9. What are you doing about licensing of foster homes? As I recall there was a tragic fire at a foster home a few months back.

ANSWER:
9. We are continuing our regular process for providing permits through the Department of Consumer and Regulatory Affairs (DCRA). This includes 8 weeks of training and home study process for perspective applicants who upon successful completion are then certified by DCRA. The DCRA is conducting the Operation Safe Child Project, which involves visiting every home to inspect for fire hazards, other safety precautions and to ensure there is an adequate child care plan.

In addition, the Commission on Social Services' Child Welfare Division is increasing their monitoring staff to provide twice a year full-scale evaluations.

These full scale evaluations include but are not limited to:

1. Evaluation of physical facility for safety and adequacy;
2. Foster Parents interaction with child:
    - Recreational Activities
    - Social Activities;
3. Review of child care plan for child;
4. Expenditures of funds for foster child;
5. Quality of home life;
6. Clothing for child;
7. How meals are served; when they are served and the type;
8. How the child is doing in school;
9. Whether child's case plan is being followed by parents.

The child's social worker will continue to meet with the foster parents at least once a month.

QUESTION:
10. Regarding St. Elizabeths Hospital, Public Law 98-621, approved November 8, 1984, requires that a Preliminary System Implementation Plan be submitted to the District Council on January 1, 1986, and the Congress on April 1, 1986.

a. For the record, what is the status of the plan?

b. For the record, please summarize your plans with respect to the physical facilities at St. Elizabeths Hospital?

c. In the FY 1986 D. C. appropriation bill, $37.9 million in District funds and $25 million in Federal funds were provided for St. Elizabeths.

In the FY 1987 budget, $35 million is being requested in Federal funds. This reflects an increase of $10 million.

What is the increase in the District's share for FY 1987 above the $37.9 million approved in FY 1986?

d. What is the total budget request for all mental health services in your FY 1987 budget, excluding your payments for St. Elizabeths Hospital, and how does this compare with FY 1985 and FY 1986?

ANSWER:
10a. In accordance with the law, the Mayor submitted the Preliminary Plan to the District Council on January 1, 1986. The Council approved the Preliminary Plan on February 28 by resolution with comments which have been transmitted to Congressional oversight committees.

The Preliminary Plan was submitted to the Congress on April 1, 1986, in full compliance with P. L. 98-621. Hearings are scheduled before the House District Committee on May 22, 1986.

The final plan will be submitted to the Council on October 1, 1986, and to the Congress on January 1, 1987.

In preparation for assumption of full responsibility on October 1, 1987, a Reorganization Implementation Team (RIT), chaired by the Director of Human Services and including senior DHS and St. Elizabeths staff, is directing and overseeing implementation of the Plan. To date, all tasks are proceeding on schedule.

10b. The District plan identifies a need for half the grounds and facilities at St. Elizabeths Hospital, East of Martin Luther King Boulevard, for the institutional and administrative needs of the mental health system plus some related transitional, nursing care and human services facilities. During the transition period, some of the West side buildings will also be necessary while renovations and other transition actions are completed.

The Mayor has established a Task Force to consider alternative uses for the West side of the grounds. A request for expressions of interest will be issued shortly, and by summer the Task Force will recommend guidelines for a Master Plan for the surplus facilities. A plan for mixed use will be prepared and forwarded to the Congress under the terms of P. L. 98-621.

10c. The District has not increased its appropriated contribution to the Hospital in FY 1987. The total payment of $71.2 million to the Hospital is an increase of $8.3 million over FY 1986.

98-621 confirmed the District's request to place $35 million of the federal transition subsidy in FY 1987. All of that subsidy is directed in FY 1987 to the Hospital payment, which means that the District appropriated contribution to the Hospital is $36.2 million.

10d.

	1985	1986	1987
MHSA	15,730	19,172	23,432
MHSRO	1,000	1,000	1,000

QUESTION:

11. In the conference agreement (page 11), on the FY 1981 appropriation bill, the conferees directed that the staff of the Office of Eligibility Review be maintained at 45 positions and that adequate administrative support be provided.

a. What is the current staffing level of the Office of Eligibility Review?

b. Have all the vacancies been filled? When?

c. What is the expected staff levels for fiscal years 1986 and 1987? Explain the differences.

ANSWER:

11a. The Office of Management Systems which encompasses the former Office of Eligibility Review has a total authorized strength of 53 positions listed as follows:

Quality Control Officer	1
Payments Officer	1
Supervisory Investigator	5
Investigator	41
Secretary	3
Clerk	2
	53

11b. As of April 30, 1985, there are no investigator vacancies in the Office of Management Systems.

11c. The authorized strength for the Office of Management Systems remains the same for FY 1986 and FY 1987.

QUESTION:

12. What is your most recent AFDC error rate, and how does it compare with the previous four periods?

For fiscal year 1985, how many of your public assistance cases involved people or cases who were never on public assistance before and were brand new to the system, and how does that compare with fiscal year 1984?

ANSWER:
12. The AFDC error rates for the District of Columbia are as follows:

Fiscal Year 1982	17.1%
Fiscal Year 1983	13.1%
Fiscal Year 1984	11.2%
Fiscal Year 1985	8.1% **

In regard to public assistance cases, the following information is provided:

Fiscal Year 1984 - 4,120
Fiscal Year 1985 - 3,739

**Currently being re-reviewed by the U. S. Department of Health and Human Services

QUESTION:
13. What is the situation this year as far as welfare fraud prosecutions? (In response to a question for the record last year (page 2915, part 2, FY 1986 hearings). The Department reported that in the first eight months of FY 1985, 104 welfare fraud cases had been filed for prosecution in the Superior Court.)

ANSWER:
13. In FY 1985, there was a carryover of 24 welfare fraud cases referred to the courts for prosecution. Since October, 1985, 119 welfare fraud cases referred by the Department of Human Services have been filed in the Superior Court for prosecution. There have been 32 convictions. The court ordered monthly payments which range from $20.00 to $200.00. In addition to the court ordered restitutions, these defendants have been sentenced to jail terms ranging from 6 days to 7 years. Currently there are 111 cases still pending.

QUESTION:
14. The request for $3,500,000 for St. Elizabeths Power Plant (pages 1759-1760 of justifications) and $14,000,000 for general improvements to St. Elizabeths (pages 1761-1762 of justifications).

-- I notice that the Mayor is requesting 100 percent Federal funding for these two projects.

- What is the status of the Mayor's request?

ANSWER:

14. The Mayor has presented the request to the three Congressional oversight committees: Committee on the District of Columbia of the House of Representatives, Committee on Labor and Human Resources and the Committee on Governmental Affairs of the Senate, and the two appropriations committees: the D.C. Subcommittee of the Senate Appropriations Committee and the D.C. Subcommittee of the House Committee on Appropriations, with architectural/engineering documentation. The Federal government has informed us that they are still preparing their own estimates of the need, and will inform Congress of their views shortly.

See attached copy of the Mayor's letter to Congressman Dellums which transmitted the Plan to his committee.

THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

MARION BARRY, JR.
MAYOR

March 31, 1986

The Honorable Ronald V. Dellums
U.S. House of Representatives
Chairman, Committee on the
District of Columbia
1310 Longworth House Office Building
Washington, D.C. 20515

Dear Chairman Dellums:

I am pleased to transmit the District of Columbia Preliminary Mental Health System Implementation Plan to the Committee on the District of Columbia, in accordance with Section 4(b)(2) of P.L. 98-621, the "Saint Elizabeths Hospital and District of Columbia Mental Health Services Act".

This document analyzes the strengths and weaknesses of our present divided system and proposes a fully integrated structure and service system to overcome historic barriers to quality mental health care in the District. It details the organizational, fiscal and program changes that are required to create an effective community-based system in compliance with the Congressional mandate and the policy goals of my Administration. It is based on careful analysis of model programs throughout the nation, particularly for the chronically mentally ill and for children and youth, and a determination to avoid the shortcomings of programs in other communities.

This new comprehensive mental health system will have a far-reaching impact on the quality of life in our community. We welcome the challenge of assuming complete home rule responsibility for mental health care and the opportunity to demonstrate the effectiveness of community-based care. My Administration places the highest possible priority on a successful accomplishment of this transfer of authority and on putting a comprehensive and integrated mental health system in place which will serve those most in need.

This Preliminary Plan has been developed in close consultation with working groups established by the Secretary of Health and Human Services and myself in accordance with the Act. Over 400 professionals, advocates, and family members have been engaged in designing the new comprehensive system and over 800 patients in the system have been consulted. The staff of the District's Mental Health Services Administration and of Saint Elizabeths Hospital have been extensively involved.

On January 1, 1986, I transmitted the Preliminary Plan to the Council of the District of Columbia which held two days of public hearings and approved the Plan with some additional recommendations. A copy of Council Resolution 6-566 and of my response have been made available to your staff.

The plan is in full compliance with the provisions of Public Law 98-621:

> It incorporates the functions of the federal Saint Elizabeths Hospital and the District's Mental Health Services Administration into a single community-based Commission on Mental Health.
>
> It creates a high quality, new service delivery system 1) by putting in place a broader range of services than now exists in the divided mental health system, especially, for children and youth and the chronically mentally ill; 2) by creating new mechanisms to assure continuity of care; and 3) by establishing a rigorous quality assurance system.
>
> Its programs, standards and treatment settings are in full compliance with the consent decree in Dixon v. Bowen.
>
> It gives maximum consideration to the interests of employees of the Hospital and will be implemented by providing a right-of-first-refusal to such employees for employment at comparable levels in positions created under the Plan.
>
> It provides for the protection of patient rights through a strong advocacy system and for the medical needs of patients in all inpatient and outpatient programs.
>
> It creates a cost-effective system by merging duplicative programs, reducing unnecessary hospitalization, instituting measures to increase revenues and by holding both public and private contract providers to uniform standards and performance measures.
>
> It includes direct services to the homeless mentally ill, many of which already are being implemented, and coordination of such programs at the highest level of the system.

It projects the positions, programs and functions of Saint Elizabeths Hospital that will be transferred to the District, the types of treatment staffing patterns and the proposed sites for service delivery in the integrated system. All programs will meet applicable accreditation and licensing standards.

It identifies the grounds and buildings to be transferred pursuant to section 8(a)(1) of the Act.

I am committed to the level of funding proposed in the plan which will make possible high quality and cost-effective services. My Fiscal Year 1986 budget increased District appropriations to mental health services by $11.2 million dollars (16 percent) and my Fiscal Year 1987 budget, approved by the Council, will increase this investment by another $12.5 million (15 percent). Our multi-year planning budget for the District projects similar increases through the end of the transition period as federal support is withdrawn.

There are, however, three areas in which further Congressional action is necessary to assure that this transition from federal to District responsibility is carried out in accord with the the intent of Congress as stated in Section 2(b)(3): "...the District and Federal Governments bear equitable shares of the costs of a transition from the present system to a comprehensive District mental health system."

1. Operating funds

Management of the transition is currently jeopardized by two federal budget actions in Fiscal Year 1986 which will continue to have an adverse impact in Fiscal Year 1987 and beyond.

a) Following Congressional approval of the FY 1986 Saint Elizabeths and District budgets, the restoration of the federal pay cut required an additional $4.038 million in Hospital expenditures. The Office of Management and Budget did not request funds to meet $2.4 million of that need. For Fiscal Year 1987, annualizing that pay restoration with mandatory increases in pay produces a comparable shortfall in revenues of over $5.6 million. The Office of Management and Budget has, without advance notification, changed the Fiscal Year 1986 budget base of Saint Elizabeths Hospital and inexplicably assigned responsibility to the District Government to contribute the difference.

b) There has been an inappropriate and inequitable application of the Gramm-Rudman-Hollings sequestration order, not only to the actual federal appropriation to the Hospital, but to all billings and collections including $13 million in Medicaid revenue. Not only is there a reduction of the federal appropriation to the Hospital from the agreed upon $43.5 million to $41.8 million in Fiscal Year 1986, a 4.3 percent shortfall in their contribution, but there is an additional cut in the Hospital's spending authority of $1.8 million.

While increases in projected non-sequesterable revenues offset part of this combined impact, limitations on the Hospital's spending authority will produce a shortfall of $3.8 million in the Fiscal Year 1986 Saint Elizabeths budget. As a result, the Hospital has had to impose a stringent hiring freeze and to make significant reductions in planned expenditures for contract services, equipment and supplies. These actions have a serious negative impact on patient care, on implementation of transition plans and on staff morale. The impact of a $5.6 million shortfall in Fiscal Year 1987 will further impede progress toward transition and the quality of patient care.

We therefore urge the Congress to exempt Saint Elizabeths Hospital from the application of the Gramm-Rudman-Hollings sequestration order in view of the larger annual reductions in federal contributions to the Hospital already mandated in P. L. 98-621.

2. Capital renovation funds

The deteriorated condition of the buildings and infrastructure of the Hospital at the time of transfer to the District has always been a matter of grave concern to me.

Because the extent of the renovation needs had not been established at the time of the passage of P.L. 98-621, the Act requires the federal government to contract for an audit of the facilities to determine the repairs and renovations necessary to meet any applicable code requirements or standards. It further requires the federal government to make those renovations and repairs for such physical plant and facility support systems of the Hospital as are to be utilized by the District as part of a comprehensive mental health system.

We have approached the definition of facilities required by the future mental health system with great care, projecting sufficient facilities to accommodate all anticipated institutional needs, planning a cost-effective plant, and choosing that part of the Hospital complex already in the best condition. We have determined that the mental health system will require all the buildings and grounds east of Martin Luther King Jr. Avenue, plus the steam plant, laundry and basic utilities infrastructure west of that avenue. A limited number of other west side patient care buildings may be identified in the Final Plan for temporary transition purposes until the reorganization process is complete.

Since the transmittal of the Preliminary Plan to the Council of the District of Columbia, the federal facilities audit has been completed. It documents code deficiencies for the entire Saint Elizabeths Hospital plant which would cost over $69 million to correct. Within that total it documents approximately $42 million to correct the buildings and infrastructure which the Preliminary Plan identifies as needed in the new mental health system. Copies of this audit have been transmitted by the federal government to the Congress.

However, the obligation of the federal government to complete its planned renovation of the Hospital before transferring it to the District should not be limited to code compliance. In 1976, the Congress authorized a capital appropriation of $66 million to renovate, to accreditation standards and twenty year life expectancy, buildings which would hold 1700 patient beds. Unfortunately, no allowance was made in the cost projections for the impact of inflation which over the ten years of construction has greatly eroded the buying power of that appropriation. A decade of other maintenance and repair needs has also eroded the available dollars. When the capital fund is completely spent a year from now, fewer than 1000 beds will have been renovated to the standard originally intended by Congress.

In order to determine the projected costs of renovating the buildings to be included in the mental health system to the same standard of efficiency and modernization which has been used thus far in the federal government's own incomplete construction program, the District government therefore engaged during 1985, respected psychiatric and engineering consultants to conduct an independent review of the major east side buildings. These experts estimated a renovation cost for those buildings of over $42 million. In addition, they recommended replacement of the badly deteriorated steam plant and of the facilities maintenance buildings. (See Exhibits I and II under separate cover).

They did not, however, review the cost of bringing the mechanical, electrical and other infrastructure systems into code compliance, which the federal facilities audit has determined will cost an additional $21.5 million. The total required for renovation of the buildings and support systems to be transferred to the District government for the new mental health system is therefore $70 million (See Table 1 attached).

Both of these recent reviews of the Saint Elizabeths Hospital plant confirm that the condition of this century-old facility is seriously out of compliance with prevailing standards, costly to repair and inefficient to maintain. I urgently request Mr. Chairman, that Congress appropriate $70 million for the proper renovation of the defined buildings prior to their transfer to the District, rather than limiting the required appropriation to $42 million in narrowly defined and cost-ineffective code compliance repairs.

3. Training Funds

P.L. 98-621 states that it is the intent of Congress that the federal government continue high quality mental health research, training and demonstration programs at Saint Elizabeths Hospital.

We have been advised by the National Institute of Mental Health that it intends to continue to support the research activity in the William Allison White facility, and we welcome the opportunity to collaborate closely with such a research capacity in the ongoing mental health system.

It is equally important that the training programs of the Overholser Training Division continue with full federal support. Federally-supported training has been a catalyst for high quality treatment of the mentally ill and has prepared large numbers of national leaders in psychiatry. These programs will play a vital role in the recruitment and retention of quality staff in the transition period, and must continue to play a national role in attracting and producing minority psychiatric leadership.

We therefore urge the Congress to mandate continued federal support of training activities in the future comprehensive mental health system at its present funding level of $5 million adjusted annually for inflation, at least through the end of the transition period.

Mr. Chairman, I am proud of the creative work that has been done thus far to bring this divided system together in a new commitment to community mental health care. We do not underestimate the magnitude of the challenge we face. The Preliminary Plan is nevertheless a clear blueprint, which acknowledges the difficulties and designs practical steps to overcome them. The reorganized system will direct resources to overcome historic shortcomings in community mental health services, and to reach those most in need: our children and youth, and our chronically ill residents who are dependent on the public mental health system.

We welcome your review of the plan, we seek your support of the fiscal requests outlined above, and we look forward to receiving your comments as we move forward with preparation of the Final Plan and our initial implementation activities.

Sincerely,

Marion Barry, Jr.
Mayor

Identical Letter with appropriate title change to William Roth
Orrin Hatch

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DEPARTMENT OF RECREATION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: (Name & Code) GENERAL (100)
AGENCY: (Name & Code) DEPARTMENT OF RECREATION (HA)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	457	21,691	487	23,693	526	25,412	566	27,663	+40	+2,251
	Federal Funds	...	273	...	97	...	150	...	...	...	-150
	Private & Other Funds	4	815	3	857	3	998	3	998	...	...
	SUBTOTAL EXPENDITURES	461	22,779	490	24,647	529	26,560	569	28,661	+40	+2,101
	Intra-District Sales	68	2,285	65	2,662	59	2,508	59	2,562	...	+54
	TOTAL EXPENDITURES	529	25,064	555	27,309	588	29,068	628	31,223	+40	+2,155
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	447		461		515		540		+25	
	Average CFT Salary	25		25		25		26		+1	
	Average All Other Employment	430		605		614		601		-13	
	Total Full-Time Equivalent (FTE) Employment	887		1,066		1,129		1,141		+12	
	Overtime & Other Pay — Full Time Equivalent (FTE)	...		...		...		1		+1	
	Average Full-Time Equivalent Salary	19		16		19		20		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation	380		...		6,998		11,995		+4,997	
	Grants & Other	...		148		...		...		...	
	TOTAL CAPITAL AUTHORITY	380		148		6,998		11,995		+4,997	

AGENCY OVERVIEW

The Department of Recreation was created in 1942, pursuant to Public Law 77-534. Its role is to enhance the quality of life for every District resident. To achieve this objective, the department sponsors and conducts a broad range of recreation and leisure programs easily accessible to all residents. It works with community groups, other government agencies, the private sector, and citizens to promote recreational activities that inspire community harmony and help citizens to live active, happy, and creative lives.

The department's activities reach out to a diverse citizenry with programs for the mentally retarded, physically handicapped, mentally ill, teenage youths, juvenile delinquents, and all age groups from two-year olds to senior citizens. Programs and services provided include concerts, festivals, art exhibits, drama, music, speech, dance, all types of athletic events, sewing, lectures, gardening, swimming, summer day camps, day care and before-and after-school care, tutoring, camping, counseling, and a variety of community-based programs.

The District-wide events that the department sponsors are the Potomac Riverfest, Senior Citizens' Olympics, Marathon, U. S. Youth Games, Recreation Days, the Christmas Musical, Senior Citizens' Picnic, and the Mayor's Cup Invitational Boxing Tournament. These programs and services enable residents to have a more comfortable life style, and they attract more visitors and businesses to the city.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $27,663,000 and 566 continuing full-time positions, an increase from FY 1986 of $2,251,000 and 40 continuing full-time positions.

The personal services request is $22,320,000, a net increase from FY 1986 of $1,756,000 and 40 continuing full-time positions. The increases represent $831,000 for a 4 percent pay adjustment; $61,000 for within-grade increases; $123,000 for annualization of new FY 1986 positions; one position for the Volunteer Office; $48,000 and two

OB11/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

positions for the Potomac Riverfest; $99,000 and six positions for the Senior Citizens' Program; $10,000 and one position for the Arts Program; $185,000 and six positions for the Roving Leader Program; two positions for the Latino Recreational Program; $126,000 and five positions for Therapeutic Recreational Services; $6,000 and one position for Aquatics; $111,000 and 11 positions for Recreation Centers and Playgrounds; $85,000 and five maintenance workers for the Maintenance control center; and a net redirection-in of $71,000 for underfunded summer staff in the Program Services control center.

A total of $549,000 was redirected within the department's personal services as follows: $54,000 and one position from Recreation Centers and Playgrounds, to a proposed new responsibility center titled Economic Development and Tourism; $39,000 and one position from Administration, $32,000 and one position from Development and Planning, and $54,000 and one position from Maintenance to a proposed new responsibility center for Design and Development; $53,000 one position and from the Roving Leader Program for the Training Office; $39,000 and one position from Recreation Centers and Playgrounds for the Roving Leader Program; $20,000 and one position from Maintenance for the Information Office; $75,000 from energy for underfunded summer staff in Special Programs; and $183,000 from Other Regular Pay to Regular Pay to convert 14 TFT positions to CFT positions.

The request for nonpersonal services is $5,343,000, a net increase from FY 1986 of $495,000. The changes represent increases of $123,000 for supplies, $30,000 for communications, $360,000 for Other services, $57,000 for Equipment, and a redirection-out of $75,000 from energy for underfunded summer staff in Special Programs.

Nonappropriated Budget Request

The department's estimated nonapprpriated budget request is $3,560,000 and 62 full-time equivalent employees.

Private funding totaling $421,000 will be received from the United Planning Organization to be used by 20 Neighborhood Planning Councils throughout the city for education, employment, marketing, skills training, recreation, and cultural activities for children and youths, aged 14 to 21. There is no change in this funding from FY 1986.

The department anticipates $577,000 in Other revenues for FY 1987, no change from FY 1986. These revenues are derived from fees and collections for classes, various activities, registration for the marathon and youth games, and donations from corporations, businesses, and individuals. These funds are used to defray the cost of producing a variety of programs and services.

Intra-District revenue is estimated at $2,562,000 for the Day-Care Program, Before-and After-School Care Program, SCORE Program for the elderly, Child-Care Food Program, and the Latino Recreational Program. This is a $54,000 increase from FY 1986.

PROGRAM IMPACTS

The requested funding for FY 1987 will allow the department to maintain their high level of services to the public and to improve the maintenance and upkeep of all recreational facilities. The major program expansions will be the Senior Citizens' Program, the Potomac Riverfest, the Roving Leader Program, Therapeutic Recreational Services, Aquatics, and the Latino Recreational Program.

The Senior Citizens' Program will be expanded to include specially trained individuals who are skilled in working with the elderly. The workers will provide dance, music, drama, arts and crafts, and special exercise activities for the elderly. This will add a new dimension to the existing program and help the department meet the ever-increasing requests for such activities. Also, in FY 1987 four new senior citizens' centers will be opening, one each at Fairfax, Bald Eagle, Ft. Stevens, and Kenilworth Parkside.

The objective of the Potomac Riverfest is to expand its activities from a two-day event to every Saturday and Sunday during the month of June. Each weekend a different nation's culture will be explored with its own artists, musicians, dancers, and culinary delicacies.

The Roving Leader Program is expanding to offer more services to help hard-to-reach youths who display antisocial and agressive behavior. The program will provide more high-risk activities like boxing, wrestling, and martial arts for children aged eight and older to enable them to use their leisure time more constructively and stem violence and criminal tendencies. One new roving leader center will be opening at Dunbar High School in FY 1987.

This request also will provide for the expansion of the Spanish language information dissemination on recreational programs and to ensure access to such programs for the Latino Community.

The request for funds and positions for the Therapeutic Recreational Services Program will help the program to meet the demands from special interest groups like the severely/profoundly homebound handicapped, and group homes for recently released institutionalized individuals.

The Deanwood swimming pool for children aged three to twelve will be reopening in FY 1987 after major repairs have been completed. The requested funds will enable this pool to operate and provide aquatic activities for several hundred more children.

The department requests 11 positions for Recreation Centers and Playgrounds. Of the 11 positions, two are for employees who had been reinstated from a reduction-in-force. The nine other positions are for the conversion of clerical workers from TFT status to CFT status.

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Average daily attendance at senior citizens' centers	517	517	517	709
Number of handicapped individuals served	2,800	3,000	3,500	4,000
Attendance at the resident camp	1,616	1,395	1,440	4,000
Attendance at the Potomac Riverfest	250,000	400,000	600,000	600,000
Total number of children served in day-care facilities	750	750	750	750
Total number of children served in before-and after-school facilities	385	385	385	385
Total pounds of produce harvested in Youth Gardens Program	17,000	16,850	16,900	17,000
Total enrollment in learn-to-swim program	14,260	11,640	14,000	15,000
Number of patrons to swimming pools	766,851	665,792	800,000	850,000

The program performance measures indicated are used to measure the effectiveness, efficiency and work output for several of the department's major programs.

The Senior Citizens' Program, which is in great demand, will be able to accommodate more individuals because four new centers will be opening in FY 1987. They will be located at Fairfax, Bald Eagle, Kenilworth Parkside, and Ft. Stevens.

Attendance at the resident camp dropped in FY 1985 because of major construction of a sewage system. It is expected to increase again in fiscal years 1986 and 1987. The camping program will expand its services beyond the youths of the District to include young adults, senior citizens, the mentally retarded, and the physically handicapped.

Services for the handicapped will be expanded to meet the demand for recreation for the severely/profoundly homebound handicapped, and group homes for recently released institutionalized handicapped individuals.

The attendance at the Potomac Riverfest will be increased because the program will be expanding from one weekend to every Saturday and Sunday during the month of June. Each week the focus will be on a different ethnic group's culture. This will attract more visitors to the District, create more awareness of a cleaner Potomac River for recreational use, increase revenue for the city, and create a new leisure-time activity for all cultures and ethnic groups.

The Youth Gardens Program is conducted at three major centers, on forty-five playgrounds, and various centers for the mentally retarded, physically handicapped, and the mentally ill. While the program teaches individuals to grow, harvest and consume their produce, it also focuses on the importance of proper nutrition, and the role of garden vegetables in providing this type of nutrition. The amount of produce depends on the number of participants and weather conditions.

Swimming pool attendance for fiscal year 1985 dropped because of major mechanical repairs to several of the larger pools. Marie Reed, Washington Highlands, Capital East, Kelly Miller, and Shaw were closed for several weeks. These pools are expected to be in full operation in fiscal years 1986 and 1987, and attendance is expected to increase accordingly. In FY 1987, attendance will increase further because of expanded activities for water games, exercise programs, and more adult and youth competetive activities. The reopening of the Deanwood pool will also increase attendance.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST
$ THOUSANDS

FUND: GENERAL (100)
Name & Code

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

AGENCY: DEPARTMENT OF RECREATION (HA)
Name & Code

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Administration	40	1,756	55	4,366	62	4,665	+7	+299			1	89	...	...	63	4,754
20	Program Services	319	16,268	356	16,878	386	18,396	+30	+1,508			2	909	59	2,562	447	21,857
30	Maintenance	128	5,669	115	4,168	118	4,612	+3	+444			...	...	...	...	118	4,612
	TOTAL AGENCY	487	23,693	526	25,412	566	27,663	+40	+2,251			3	998	59	2,562	628	31,223
OBJECT CLASS DETAIL																	
11	Regular Pay		11,373		12,900		14,151		+1,251				...		...		14,151
12	Other Regular Pay		5,184		5,474		5,812		+338				360		1,844		8,016
13	Additional Gross Pay		755		417		433		+16				...		8		441
14	Fringe Benefits		1,647		1,773		1,924		+151				26		183		2,133
	TOTAL PERSONAL SERVICES		18,959		20,564		22,320		+1,756				386		2,035		24,741
20	Supplies		836		985		1,108		+123				202		391		1,701
30a	Energy		1,092		1,208		1,133		-75				1		...		1,134
30b	Communications		272		247		277		+30				2		8		287
30c	Building Rent		152		187		187		...				9		...		196
40	Other Services & Charges		1,413		1,522		1,882		+360				325		76		2,283
50	Subsidies & Transfers		...		...		...		...				...		...		...
60	Land & Buildings		...		...		...		...				...		...		...
70	Equipment & Equipment Rental		969		699		756		+57				73		52		881
	TOTAL NONPERSONAL SERVICES		4,734		4,848		5,343		+495				612		527		6,482
	TOTAL AGENCY		23,693		25,412		27,663		+2,251				998		2,562		31,223
PERSONNEL SUMMARY																	
	Average CFT Employment		461		515		540		+25								540
	Average CFT Salary		25		25		26		+ 1								26
	Average All Other Employment		449		458		442		-16				37		122		601
	Total FTE Employment		910		973		982		+ 9				37		122		1,141
	Overtime & Other Pay FTE Employment		...		...		1		+ 1				...		...		1
	Average FTE Salary		19		19		21		+2				10		15		20

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)   AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)   CONTROL CENTER: Name & Code ADMINISTRATION (10)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986—FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1100		ADMINISTRATION														
		Redirections														
	1.1	Redirection-out for proposed new responsibility center for Design and Development 1300														
		a. One DS-11 Projects Coordinator	11	1	39			-1	-39						-1	-39
		b. Fringe Benefits	14	...	4			...	-4						...	-4
	4.1	Redirection-out for proposed new responsibility center for Economic Development and Tourism 1400														
		a. Food and general supplies	20	...	15			...	-15						...	-15
		b. Local and out-of-town travel, and contractual services	40	...	20			...	-20						...	-20
		c. Rental of equipment and purchase of new equipment	70	...	10			...	-10						...	-10
	5.2	Redirection-in from Maintenance control center for the Information Office														
		a. One DS-7 Administrative Aide	11	...	...			+1	+18						+1	+18
		b. Fringe Benefits	14	...	...			...	+2						...	+2
	6.2	Redirection-in from Special Programs responsibility center in Program Services control center														
		a. One DS-13 Training Officer	11	...	...			+1	+48						+1	+48
		b. Fringe Benefits	14	...	...			...	+5						...	+5
	8.1	Redirection-out from Other Regular Pay to convert														
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code ADMINISTRATION (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		one TFT position to a CFT position	12	...	13			...	-13						...	-13
	8.2	Redirection-in to Regular Pay to convert one TFT														
		position to a CFT position	11	...	1,324			...	+13						...	+13
	9.1	Redirection-out from energy for underfunded														
		summer staff in Special Programs, Responsibility														
		Center 2300	30a	...	1,204			...	-75						...	-75
		Increases														
	13.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+52	...	+52
		b. Other Regular Pay	12	...	...								...	+6	...	+6
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	14.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.0	Increase of one position for Volunteer Office														
		a. One DS-5 Secretary	11	...	...								+1	...	+1	...
	17.0	Increase for communications inflation	30b	...	242								...	+30	...	+30
	18.0	Increase for maintenance and repair of vehicles	40	...	122								...	+25	...	+25
		Subtotal Responsibility Center 1100						[+1]	[-90]				[+1]	[+129]	[+2]	[+39]
1200		DEVELOPMENT AND PLANNING														
		Redirections														
	1.2	Redirection-out for proposed new responsibility														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF RECREATION (HA) CONTROL CENTER: Name & Code ADMINISTRATION (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1200		center for Design and Development 1300														
		a. One DS-11 Projects Coordinator	11	1	29			-1	-29						-1	-29
		b. Fringe Benefits	14	...	3			...	-3						...	-3
		Increases														
	13.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+5	...	+5
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	14.1	Increase in Regular Pay for within grades	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 1200						[-1]	[-32]				[...]	[+7]	[-1]	[-25]
1300		DESIGN AND DEVELOPMENT														
		Redirections														
	1.3	Redirection-in from Administration Responsibility Center 1100, and Development and Planning, Responsibility Center 1200 for proposed new Design and Development Responsibility Center 1300														
		a. Two DS-11 Project Coordinators	11	...	...			+2	+64				...	...	+2	+64
		b. Fringe Benefits	14	...	...			...	+7				...	...	...	+7
		c. Office supplies	20	...	...			...	+4				...	...	...	+4
	2.2	Redirection-in from Maintenance control center for proposed new Design and Development Responsibility Center 1300														
		a. One DS-14 Assistant Director	11	...	...			+1	+49				...	...	+1	+49
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

2169

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)
CONTROL CENTER: Name & Code ADMINISTRATION (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986– FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	...			...	+5				...	...	...	+5
		Increases														
	13.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...				...	+4	...	+4
		b. Fringe Benefits	14	...	...			...	...				...	+1	...	+1
	14.1	Increase in Regular Pay for within grades	11	...	...			...	...				...	+1	...	+1
		Subtotal Responsibility Center 1300						[+3]	[+129]				[...]	[+6]	[+3]	[+135]
1400		ECONOMIC DEVELOPMENT AND TOURISM														
		Redirections														
	3.2	Redirection-in from Recreation Centers and Playgrounds Responsibility Center 2400 in Program Services control center														
		a. One DS-14 Assistant Director	11	...				+1	+49				...	...	+1	+49
		b. Fringe Benefits	14	...				...	+5				...	...	...	+5
	4.2	Redirection-in from Administration Responsibility Center 1100														
		a. Food and general supplies	20	...				...	+15				...	...	...	+15
		b. Local and out-of-town travel, contractual services, and printing	40	...				...	+20				...	...	...	+20
		c. Rental and purchase of equipment	70	...				...	+10				...	...	...	+10
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)
CONTROL CENTER: Name & Code ADMINISTRATION (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1400		Increases														
	13.1	Increase in Regular Pay for FY 1987 pay adjustment	11	...	...			...	...				...	+2	...	+2
	14.1	Increase in Regular Pay for within grades	11	...	...			...	...				...	+1	...	+1
	19.0	Increase for Potomac Riverfest														
		a. One DS-13 Executive Assistant	11	...	...			...	...			9	+1	+30	+1	+30
		b. One DS-6 Clerk-Typist	11	...	...			...	...			9	+1	+13	+1	+13
		c. Fringe Benefits	14	...	...			...	...				...	+5	...	+5
		Subtotal Responsibility Center 1400						[+1]	[+99]				[+2]	[+51]	[+3]	[+150]
		TOTAL CONTROL CENTER						+4	+106				+3	+193	+7	+299

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-*Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2200		CULTURAL ACTIVITIES														
		Redirections														
	10.1	Redirection-in to Regular Pay from Other Regular Pay to convert one TFT position to CFT in the Arts Program	11	...	...			...	+9				...	...	...	+9
	10.2	Redirection-out from Other Regular Pay to Regular Pay to convert one TFT position to CFT position	12	...	...			...	-9				...	...	...	-9
		Increases														
	13.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...				...	+39	...	+39
		b. Other Regular Pay	12	...	...			...	...				...	+20	...	+20
		c. Additional Gross Pay	13	...	...			...	...				...	+1	...	+1
		d. Fringe Benefits	14	...	...			...	...				...	+6	...	+6
	14.2	Increase for within grades														
		a. Regular Pay	11	...	...			...	...				...	+4	...	+4
		b. Fringe Benefits	14	...	...			...	...				...	+1	...	+1
	20.0	Increase for Senior Citizens' Program														
		a. Five DS-7 Recreation Specialists	11	8	171			...	...			9	+5	+70	+5	+70
		b. One DS-7 Recreation Specialist	11	...	...			...	...			12	+1	+19	+1	+19
		c. Fringe Benefits	14	...	...			...	...				...	+10	...	+10
		d. Recreational supplies	20	...	3			...	...				...	+5	...	+5
		e. Kilns and other recreational equipment	70	...	7			...	...				...	+4	...	+4
	21.0	Increase for the Arts Program (one TFT position														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF RECREATION (HA) CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986—FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2200		converted to CFT position)														
		a. One DS-7 Dance Specialist (conversion)	11	...	9			...	...			6	+1	+9	+1	+9
		b. Fringe Benefits	14	...	1			...	...			6	...	+1	...	+1
		Subtotal Responsibility Center 2200						[...]	[...]				[+7]	[+189]	[+7]	[+189]
2300		SPECIAL PROGRAMS														
		Redirections														
	6.1	Redirection-out to Training Office in Administration control center														
		a. One DS-13 Training Officer	11	1	48			-1	-48				...	...	-1	-48
		b. Fringe Benefits	14	...	5			...	-5				...	...	...	-5
	7.2	Redirection-in from Recreation Centers and Playgrounds for the Roving Leader Program														
		a. One DS-12 Program Manager	11	...	...			+1	+35				...	...	+1	+35
		b. Fringe Benefits	14	...	...			...	+4				...	...	...	+4
	9.2	Redirection-in from Energy in Administration control center for underfunded summer employment														
		a. Other Regular Pay	12	...	2,337			...	+70				...	...	...	+70
		b. Fringe Benefits	14	...	389			...	+5				...	...	...	+5
	11.1	Redirection-out from Other Regular Pay to convert three TFT positions to CFT in the Aquatics, Therapeutic Recreation Services, and Roving Leader Programs	12	...	1,917			...	-45				...	...	...	-45
	11.2	Redirection-in to Regular Pay to covert three														
		TOTAL CONTROL CENTER														

(OB11/85.1) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		TFT positions to CFT for Aquatics, Roving Leader,														
		and Therapeutic Recreation Services	11	...	...			...	+45				...	...	...	+45
		Increases														
	13.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...				...	+92	...	+92
		b. Other Regular Pay	12	...	...			...	...				...	+89	...	+89
		c. Additional Gross Pay	13	...	...			...	...				...	+3	...	+3
		d. Fringe Benefits	14	...	...			...	...				...	+16	...	+16
	14.2	Increase for within grades														
		a. Regular Pay	11	...	...			...	...				...	+12	...	+12
		b. Fringe Benefits	14	...	...			...	...				...	+1	...	+1
	15.1	Increase for annualization of FY 1986 Positions														
		a. Regular Pay	11	13	175			...	...			3	...	+68	...	+68
		b. Fringe Benefits	14	...	20			...	...			3	...	+7	...	+7
	22.0	Increase for the Roving Leader Program including														
		Latino Recreational Services														
		a. Five DS-9 Recreation Specialists	11	12	323			...	...			9	+5	+85	+5	+85
		b. Two DS-7 Recreation Specialists	11	...	...			...	...				+2	...	+2	...
		c. One DS-6 Secretary (conversion)	11	...	14			...	...			1	+1	+2	+1	+2
		d. Other Regular Pay	12	...	259			...	...				...	+89	...	+89
		e. Fringe Benefits	14	...	106			...	...				...	+9	...	+9
		f. Recreational and general supplies	20	...	36			...	...				...	+9	...	+9
		TOTAL CONTROL CENTER		▨	▨											

0611/83.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		f. Automobile allowance	40	...	8			...	...			...	...	+15	...	+15
	23.0	Increase for Therapeutic Recreation Services														
		(conversion of one TFT position to CFT)														
		a. Two DS-9 Recreation Therapists	11	2	53			...	...			9	+2	+34	+2	+34
		b. Two DS-7 Recreation Therapists	11	11	219			...	...			9	+2	+28	+2	+28
		c. One DS-6 Secretary (conversion)	11	...	16			...	...			...	+1	...	+1	...
		d. Other Regular Pay	12	...	281			...	...			...	...	+52	...	+52
		e. Fringe Benefits	14	...	32			...	...			...	...	+12	...	+12
		f. Recreational supplies	20	...	10			...	...			...	...	+8	...	+8
		g. Outdoor play equipment for the handicapped	70	...	5			...	...			...	...	+15	...	+15
	24.0	Increase for the Resident Camp														
		a. Freezers	70	...	3			...	...			...	...	+8	...	+8
	25.0	Increase for the Aquatics Program (conversion of														
		one TFT position to CFT)														
		a. One DS-6 Secretary (conversion)	11	...	16			...	...			...	+1	...	+1	...
		b. Other Regular Pay	12	...	1,430			...	...			...	...	+5	...	+5
		c. Fringe Benefits	14	...	124			...	...			...	...	+1	...	+1
		d. General supplies, uniforms and chemicals	20	...	79			...	...			...	...	+19	...	+19
		Subtotal Responsibility Center 2300						[...]	[+61]				[+14]	[+679]	[+14]	[+740]
2400		RECREATION CENTERS AND PLAYGROUNDS														
		Redirections														
	3.1	Redirection-out from Regular Pay for proposed new														
		responsibility center for Economic Development and														
		TOTAL CONTROL CENTER														

OB11/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/−)		Transfers In/Out (+/−)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/−)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Tourism 1400 in Administration control center														
		a. One DS-14 Assistant Director	11	1	49			-1	-49						-1	-49
		b. Fringe Benefits	14	...	5			...	-5						...	-5
	7.1	Redirection-out from Regular Pay for Roving Leader Program in Special Programs, Responsibility Center 2300														
		a. One DS-12 Program Manager	11	1	35			-1	-35						-1	-35
		b. Fringe Benefits	14	...	4			...	-4						...	-4
	12.1	Redirection-out from Other Regular Pay to convert nine TFT positions to CFT positions	12	...	116			...	-116						...	-116
	12.2	Redirection-in to Regular Pay to convert nine TFT positions to CFT positions	11	...	...			...	+116						...	+116
		Increases														
	13.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...			...	...	+224	...	+224
		b. Other Regular Pay	12	...	...			...	...			...	...	+56	...	+56
		c. Additional Gross Pay	13	...	...			...	...			...	...	+10	...	+10
		d. Fringe Benefits	14	...	...			...	...			...	...	+29	...	+29
	14.2	Increase for within grades														
		a. Regular Pay	11	...	...			...	...			...	...	+19	...	+19
		b. Fringe Benefits	14	...	...			...	...			...	...	+2	...	+2
	15.2	Increase for annualization of 10 FY 1986 positions														
		TOTAL CONTROL CENTER														

OB11/86.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	10	129							3	...	+43	...	+43
		b. Fringe Benefits	14	...	14							3	...	+5	...	+5
	26.0	Increase for Recreation Centers and Playgrounds														
		a. One DS-8 Recreation Specialist	11	49	1,232							...	+1	...	+1	...
		b. One DS-7 Recreation Specialist	11	76	1,565							...	+1	...	+1	...
		c. Nine DS-6 Secretaries (conversions)	11	...	...							...	+9	...	+9	...
		d. Other Regular Pay	12	...	1,355							...	...	+104	...	+104
		e. Fringe Benefits	14	...	65							...	...	+7	...	+7
		f. Offic[illegible]creational, and general supplies	20	...	149							...	...	+28	...	+28
		g. Contractual services and printing	40	...	116							...	...	+20	...	+20
		h. Typewriters, record players, pool tables, and other recreation equipment and rental of equipment	70	...	105							...	...	+30	...	+30
		Subtotal Responsibility Center 2400						[-2]	[-93]				[+11]	[+577]	[+9]	[+484]
2500		DAY CARE														
		Increases														
	13.2	Increase for FY 1987 pay adjustment														
		a. Other Regular Pay	12	...	...			...	...				...	+5	...	+5
		b. Fringe Benefits	14	...	...			...	...				...	+1	...	+1
		Subtotal Responsibility Center 2500						[...]	[...]				[...]	[+6]	[...]	[+6]
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code PROGRAM SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2600		COMMUNITY BASED PROGRAMS														
		Redirections														
	28.2	Redirection-in to contractual services from														
		Maintenance control center for adolescent														
		pregnancy and drug abuse programs	40	...	...			...	+50						...	+50
		Increases														
	13.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...			...	...			...	...	+12	...	+12
		b. Other Regular Pay	12	...	...			...	...			...	...	+22	...	+22
		c. Fringe Benefits	14	...	...			...	...			...	...	+3	...	+3
	14.2	Increase in Regular Pay for within grades	11	...	...			...	...			...	...	+2	...	+2
		Subtotal Responsibility Center 2600						...	[+50]					[+39]	[...]	[+89]
		TOTAL CONTROL CENTER		▨	▨			-2	+18				+32	+1,490	+30	+1,508

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF RECREATION (HA) CONTROL CENTER: Name & Code MAINTENANCE (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1988 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
3000		MAINTENANCE														
		Redirections														
	2.1	Redirections-out for proposed new Design and														
		Development Responsibility Center 1300														
		a. One DS-14 Assistant Director	11	1	49			-1	-49						-1	-49
		b. Fringe Benefits	14	...	5			...	-5						...	-5
	5.1	Redirection-out for Information Office in the														
		Administration control center														
		a. One DS-7 Administrative Aide	11	1	18			-1	-18						-1	-18
		b. Fringe Benefits	14	...	...			...	-2						...	-2
	28.1	Redirection-out for adolescent pregnancy and														
		drug abuse programs in Community Based Programs	40	...	50			...	-50						...	-50
		Increases														
	13.3	Increase for FY 1987 Pay Adjustment														
		a. Regular Pay	11	...	...								...	+105	...	+105
		b. Other Regular Pay	12	...	...								...	+8	...	+8
		c. Additional Gross Pay	13	...	...								...	+2	...	+2
		d. Fringe Benefits	14	...	...								...	+11	...	+11
	14.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	27.0	Increase for maintenance of recreational														
		TOTAL CONTROL CENTER		▨	▨											

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF RECREATION (HA)

CONTROL CENTER: Name & Code MAINTENANCE (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
3000		facilities														
		a. Five RW-7 Maintenance Workers	11	9	191							9	+5	+76	+5	+76
		b. Fringe Benefits	14	...	21							9	...	+9	...	+9
		c. Custodial and janitorial supplies	20	...	316								...	+50	...	+50
		d. Contractual services for air conditioning														
		and heating systems, ball field lights, and														
		other maintenance services	40	...	448								...	+300	...	+300
		Subtotal Responsibility Center 3000						[-2]	[-124]				[+5]	[+568]	[+3]	[+444]
		TOTAL CONTROL CENTER		▨	▨			-2	-124				+5	+568	+3	+444

OB11/85.1 *See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY **1** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	...	...
Public Facilities	14	21,745
Institutions	...	...
Site Acquisition	...	...
Major Equipment	...	...
TOTAL	14	21,745

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	...	...
Enhance Services	6	3,745
Expand Services	8	18,000
Comply with Statute or Court Order	...	...
Stimulate Economic Development	...	...
Other	...	...
TOTAL	14	21,745

AGENCY OVERVIEW

The Department of Recreation develops and operates a comprehensive program of public recreation that offers opportunities for leisure-time and creative activities reflecting the interests of the public. The department aims to make available a wide range of year-round recreation and cultural opportunities that extend well beyond the traditional concept of recreation as sports and children's play activities. Recreation activities must respond to the physical, mental, and cultural needs of all the people. They must contribute to the community's economic and social well-being and provide outlets that will cultivate a wholesome sense of civic pride and social responsibility. The department strives to provide equal opportunity to all ages and groups, as well as to individuals and families with special needs.

The department's proposed fiscal year 1987 capital budget includes 14 projects with a total projected cost of $21,745,000. The projects respond to a variety of needs, including the renovation of portions of 17 recreation centers, total rehabilitation of 3 centers, construction of new facilities at 4 centers, development of new facilities at 2 locations, and renovations of outdoor lighting at centers throughout the District. These projects will correct conditions resulting from many years of deferred maintenance, restore recreation centers to fully operative condition as part of a long-term cyclical replacement program, and provide new facilities to meet recreation and cultural needs.

A general improvements project is aimed at rehabilitating portions of departmental properties that present particularly urgent needs. Roof renovations are of the highest priority because leaking roofs deteriorate rapidly and the leaking condition leads to additional damage throughout the structure, as well as serious program interruptions. Other building renovations included in this project are aimed at reducing energy costs and improving building security. Grounds renovations will restore heavily-used playcourts to optimal use, and renovation work on one swimming pool and bathhouse will assure the facility's continued use without interruptions resulting from serious deterioration.

Three properties--Fort Stanton, Deanwood, and Stead Recreation centers--are to be totally renovated as part of the department's long-term renovation and replacement program to keep all centers in full operating condition.

The construction of tennis court enclosures will provide year-round use of tennis courts at the Banneker Community Center, complementing other development activities in the Howard Gateway Opportunity Area.

A major project will include constructing resident camping facilities at two locations. At Scotland, Maryland, work will complete the development of the department's existing resident camp. On a waterfront site near Highland Beach, Maryland, the requested authority will provide for the full development of a camp for handicapped persons.

Three projects will result in necessary improvements to existing buildings to meet emerging community needs. An elevator will be added to the Chevy Chase Community Center to provide better access for the many elderly users of that facility and will permit programs for handicapped persons on the upper and lower floors of the building. Six recreation centers in low-income communities will be renovated to provide high-quality day-care centers. An addition will be built to the Kalorama Recreation Center field house to provide for recreation and community activities for the Latino population that is centered on the Adams-Morgan neighborhood.

Two performing arts facilities will be built, one as an improvement of the outdoor amphitheater recently completed in Oxon Run Park, the other on a site in Ward 7. At the Oxon Run amphitheater, a roof will be added and a new installation of sound and lighting systems will permit a variety of performances. The Ward 7 arts center will include a theater, music rooms, dance facilities, audio and video studio, together with supporting facilities.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL 300

AGENCY: Name & Code RECREATION (HA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
General Improvements Various Locations	RA7	DW	1989	Site		...			...
				Design		84			84
				Project Management		56			56
				Construction		560			560
				Equipment		...			
				TOTAL		700			700
Fort Stanton Recreation Center Rehabilitation 17th & Erie Streets, S.E.	R35	6	1989	Site		...			...
				Design		75			75
				Project Management		50			50
				Construction		630			630
				Equipment		...			...
				TOTAL		755			755
Deanwood Recreation Center Rehabilitation 49th Street & Nash Road, N.E.	R37	7	1990	Site		...			...
				Design		80			80
				Project Management		55			55
				Construction		690			680
				Equipment		...			...
				TOTAL		815			815
Stead Recreation Center Rehabilitation 1625 P Street, N.W.	R61	2	1989	Site		...			...
				Design		63			63
				Project Management		42			42
				Construction		420			420
				Equipment		...			...
				TOTAL		525			525

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Resident Camps Various Locations	R09	MD	1994	Site		...			...
				Design		556			556
				Project Management		284			284
				Construction		5,560			5,560
				Equipment		...			...
				TOTAL		6,400			6,400
Banneker Tennis Courts Enclosure 2500 Georgia Avenue, N.W.	R9A	1	1988	Site		...			...
				Design		60			60
				Project Management		40			40
				Construction		400			400
				Equipment		...			...
				TOTAL		500			500
East Potomac Park Pool Improvements East Potomac Park, S.E.	R1C	2	1991	Site		...			...
				Design		180			180
				Project Management		120			120
				Construction		1,200			1,200
				Equipment		...			...
				TOTAL		1,500			1,500
Knox Hill Village Recreation Center Hartford Street & Alabama Avenue, S.E.	R2C	8	1990	Site		...			...
				Design		96			96
				Project Management		64			64
				Construction		640			640
				Equipment		...			...
				TOTAL		800			800

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS 2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Chevy Chase Community Center Elevator 5601 Connecticut Avenue, N.W.	R1D	3	1988	Site		...			...
				Design		44			44
				Project Management		30			30
				Construction		276			276
				Equipment		...			...
				TOTAL		350			350
Day Care Centers Renovation Various Locations	R1E	DW	1989	Site		...			...
				Design		35			35
				Project Management		23			23
				Construction		342			342
				Equipment		...			...
				TOTAL		400			400
Kalorama Recreation Center Addition 19th Street and Kalorama Road, N.W.	R1F	1	1989	Site		...			...
				Design		68			68
				Project Management		46			46
				Construction		286			286
				Equipment		...			...
				TOTAL		400			400
Outdoor Lighting Improvements Various Sites	R1G	DW	1992	Site		...			...
				Design		72			72
				Project Management		48			48
				Construction		480			480
				Equipment		...			...
				TOTAL		600			600

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2** CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Performing Arts Center Ward 7	RIH	7	1991	Site		...			...
				Design		350			350
				Project Management		321			321
				Construction		5,329			5,329
				Equipment		...			...
				TOTAL		6,000			6,000
Oxon Run Amphitheater 13th Street & Mississippi Avenue, SE	RIJ	8	1990	Site		...			...
				Design		160			160
				Project Management		120			120
				Construction		1,720			1,720
				Equipment		...			...
				TOTAL		2,000			2,000
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
Agency Total:				Site		...			...
				Design		1,923			1,923
				Project Management		1,299			1,299
				Construction		18,523			18,523
				Equipment		...			...
				TOTAL		21,745			21,745

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY **3 CAP**

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name General Improvements	Project Number RA7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	84						84		84
Project Management	56						56		56
Construction	560						560		560
Equipment	...						...		...
TOTAL AUTHORITY	700						700		700,

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		110		110
FY 1988		450		450
FY 1989		140		140
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		700		700

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number: ____
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	See CAP 4 for further information
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name	Project Number	Project Location
General Improvements	RA7	District-wide

PROJECT JUSTIFICATION

The Department of Recreation is requesting $700,000 in new authority for partial renovations of recreation grounds and buildings where a complete renovation of a center is not necessary or cannot be scheduled within four or five years. The project includes a number of subprojects in different locations. These subprojects fall into four general categories: roof renovations, other building renovations, grounds renovations, and swimming pool and bathhouse renovations.

Roof renovations continue to be the highest priority. It is particularly important to repair roofs as quickly as possible because continued leaking results not only in additional roof damage but in damage to the rest of the structure and program interruptions as well.

Other building renovations include partial rehabilitation of a fieldhouse that is not scheduled for a full renovation for several years, and other work aimed primarly at weatherproofing and energy conservation.

Grounds renovations are aimed at bringing heavily-used and deteriorating basketball, tennis, and multipurpose courts back into use.

Swimming pool repairs will improve the retention of water in pools that are losing water, repairing extensive areas of pool decks that present hazards to users, and renovating systems to eliminate future pool closings for repairs.

This project is related to the General Improvements project of Fiscal Year 1986 authorized for $400,000, which included the same types of water at different locations. These projects, together with General Improvements projects in subsequent years, comprise a continuing program of capital repairs and renovations necessary to keep this department's extensive system operational. The department is requesting a 65 percent increase from 1986 to 1987 because the 1986 authority is proving to be inadequate. The department estimates that $700,000 in Fiscal Year 1987 authority, continuing for at least 5 additional years in combination with an increased program of major capital improvements, will enable the department to bring its facilities up to good condition in this period.

OPERATING BUDGET IMPACT

None of the proposed subprojects will result in a need for additional operating staff. Many of the renovations should result in reduced expenditures for maintenance and energy for heating and cooling.

IMPACT ON THE COMMUNITY

Implementation of this project will not displace any homes or businesses and no appreciable affect on the private-sector economy is expected except the employment of construction workers during construction. The sites are in redirection, enhancement, and conservation areas in the Comprehensive Plan.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Revenue for operating these projects after completion will come from District of Columbia operating budgets. The construction of these projects will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The work to be done in this project includes but is not limited to the following:

Roof Renovation

The Benning Park Recreation Center is located at 53rd Street and Southern Avenue, S.E. The roof repair at the center was identified as a priority need in 1984, but sufficient authority was not available for its accomplishment. The work will include, but not be limited to:

-- Removing the existing built-up roof system down to the concrete structural deck;
-- Providing new tapered insulation;
-- Providing new plastic base flashing; and
-- Providing new copper or stainless steel flashing integration.

The North Michigan Park Recreation Center is located at 13th and Emerson Streets, N.E. The repair needed at the center is major, including:

-- Investigating the roof structure,
-- Replacing of structural members as necessary; and
-- Replacing deteriorating surface materials.

The Upshur Recreation Center Bathhouse is located at Upshur Street and Arkansas Avenue, N.W. The work here will include, but not be limited to:

--Investigating the condition of the roof; and

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)		AGENCY: Name & Code RECREATION (HA)
Project Name General Improvements	Project Number RA7	Project Location District-wide

-- Replacing structural and surface materials as necessary.

Grounds Renovation

This project will consist of repairing, resurfacing, and color-coating the following playcourts:

- -- Basketball courts, Emery Recreation Center, Georgia Avenue and Madison Street, N.W.
- -- All playcourts, Rabaut Recreation Center, 2nd and Peabody Streets, N.W.
- -- All playcourts, Barry Farms Recreation Center, 1223 Sumner Road, S.E.
- -- Basketball Courts, Watkins Recreation Center, 12th & E Streets, S.E.;
- -- All playcourts, Hart Recreation Center, 601 Mississippi Avenue, S.E.

Swimming Pool and Bathhouse Renovation

The Langdon Park Recreation Center is located at 20th & Franklin Streets, N.E. The work will include, but not be limited to:

- -- Repairing leaks in the large and small pools;
- -- Patching the bottom of the large pool; and
- -- Replacing doors, jambs, and bathroom partitions in the bathhouse.

The Benning Park Recreation Center is located at 53rd and Fitch Streets, S.E. The following work will be carried out:

- -- Replacing the pool deck;
- -- Replacing wall tile in the locker rooms; and
- -- Replacing exterior doors and jambs.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name: Fort Stanton Recreation Center Rehabilitation

Project Number: R35

Ward(s): 6

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: 18th & Erie Streets, S.E.

Estimated Completion Date: 1989

Number of Square Feet: 3,695

Useful Life (Years): 20

	Project Budget Authority								
Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	75						75		75
Project Management	50						50		50
Construction	630						630		630
Equipment	...						...		...
TOTAL AUTHORITY	755						755		755

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		512		512
FY 1989		143		143
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		755		755

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name	Project Number	Project Location
Fort Stanton Recreation Center Rehabilitation	R35	17th & Erie Streets, S.E.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $755,000 in new authority to renovate the Fort Stanton Recreation Center. This center provides recreational services to a compact moderate-income neighborhood, including organized sports and games, informal recreation and cultural activities, and swimming during the summer months. The project is part of the department's long-term program to renovate all of its facilities on a lifetime replacement cycle of 20 years. The swimming pool and bathhouse at this center were renovated in 1980. The requested authority will be sufficient to enable the department to complete the necessary renovations to the remainder of the facility.

OPERATING BUDGET IMPACT

Additional staff will not be needed on completion of the project work. Some maintenance and energy cost savings are expected as a result of the project.

IMPACT ON THE COMMUNITY

Homes and businesses will not be displaced by the project. The only private sector jobs to be added will be those for the construction work. This center is in a redirection area as designated by the Comprehensive Plan, and the project will contribute to upgrading public services in the area.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project will consist of the rehabilitation of the entire center except the swimming pool and bathhouse. The work on the 3,695-square foot, single-story masonry structure will include, but not be limited to :

-- Repairing the roof as necessary, including the skylight, gutters, and downspouts;
-- Replacing exterior doors and windows;
-- Repairing, patching, and painting all interior walls and ceilings;
-- Repairing and refinishing floors;
-- Replacing the kitchen;
-- Repairing HVAC, plumbing, and electrical systems as necessary; and
-- Providing accessibility for handicapped persons.

Work on the grounds will include:

-- Rehabilitating two large and one small athletic fields;
-- Repairing, resurfacing, and color-coating one multipurpose, three tennis, and four basketball courts;
-- Repairing or replacing damaged walkways and driveways;
-- Replacing play climbers and other equipment;
-- Improving landscapes; and
-- Providing structures and planting for erosion control.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Deanwood Recreation Center Rehabilitation	Project Number R37	Ward(s) 7	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location 49th Street and Nash Road, N.E.	Estimated Completion Date 1990	Number of Square Feet 890	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	80						80		80
Project Management	55						55		55
Construction	680						680		680
Equipment							...		...
TOTAL AUTHORITY	815						815		815

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		562		562
FY 1989		107		107
FY 1990		46		46
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		815		815

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		

CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name	Project Number	Project Location
Deanwood Recreation Center Rehabilitation	R37	49th Street and Nash Road, N.E.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $850,000 in new authority to renovate the Deanwood Recreation Center. This center provides recreation and other leisure services to a compact moderate-income neighborhood, including organized sports and games, informal recreation activities, arts, and crafts, and similar programs, and a day-care center. Rehabilitation of the small swimming pool is scheduled in fiscal year 1986. The requested fiscal year 1987 authority will be sufficient to complete renovation of the field house and grounds. This rehabilitation will enhance neighborhood recreation programs at this heavily-used center and is part of the department's regular cyclical rehabilitation program for all of its facilities.

OPERATING BUDGET IMPACT

Additional staff will not be required after the completion of this project. Some maintenance and energy savings will result from the rehabilitation.

IMPACT ON THE COMMUNITY

Homes and businesses will not be displaced by the project. The only private-sector jobs will result from construction jobs during the rehabilitation. This center is in an enhancement area as designed in the Comprehensive Plan and this project will contribute to upgrading public services in the area.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project will consist of the complete renovation of the 890-square-foot masonry fieldhouse and 5.5-acre site, except for the swimming pool and bathhouse. Work on the fieldhouse will include, but not be limited to:

-- Rehabilitating the roof as necessary;
-- Replacing exterior doors and windows;
-- Repairing, patching, and painting all interior walls and ceilings;
-- Repairing and refinishing floors;
-- Replacing kitchen equipment;
-- Investigating and repairing HVAC, electrical, and plumbing systems as necessary; and
-- Providing accessibility for handicapped persons.

Work on the grounds will include, but not be limited to:

-- Rehabilitating one large and one small athletic field;
-- Repairing, resurfacing, and color-coating six basketball, two tennis, and two multi-use courts;
-- Repairing or replacing broken walkways and driveways;
-- Replacing children's play equipment; and
-- Installing structures and planting landscaping for erosion control.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name: Stead Recreation Center Rehabilitation

Project Number: R61

Ward(s): 2

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: 1625 P Street, N.W.

Estimated Completion Date: 1989

Number of Square Feet: 1,234

Useful Life (Years): 25

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	63						63		63
Project Management	42						42		42
Construction	420						420		420
Equipment	...						...		...
TOTAL AUTHORITY	525						525		525

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		48		48
FY 1988		368		368
FY 1989		109		109
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		525		525

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:__________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name	Project Number	Project Location
Stead Recreation Center Rehabilitation	R61	1625 P Street, N.W.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $525,000 in new authority to rehabilitate the Stead Recreation Center. This center provides neighborhood recreation services to a dense low-income, inner-city neighborhood. Services provided to the community include such activities as organized sports and games, informal recreation and leisure activities, and arts and crafts. Except for minor rehabilitation work on the fieldhouse in 1982, no renovations have taken place at this site for more than 20 years. The requested fiscal year 1987 authority will be sufficient to complete renovation of the fieldhouse and grounds. The rehabilitation will enhance neighborhood recreation programs and is part of the Department of Recreation's regular cyclical renovation of all of its facilities.

OPERATING BUDGET IMPACT

Additional staff will not be required after completion of the project. Some maintenance and energy cost savings will result from the rehabilitation.

IMPACT ON THE COMMUNITY

Homes or businesses will not be displaced by the project. Additional private-sector jobs will not develop except for construction jobs during the rehabilitation. This center is in a Conservation Area planned for a continuation of high-density housing.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed with proceeds from general obligation bonds issued by the District of Columbia.

SCOPE OF WORK

This project will consist of the complete renovation of a 1,234-square-foot fieldhouse and a 1.6-acre site. Work on the fieldhouse will include, but not be limited to:

- -- Evaluating the feasibility of a 600 square-foot addition to provide more efficient indoor space and construction of the addition;
- -- Evaluating and rehabilitating the roof as necessary;
- -- Replacing all windows and exterior doors; repairing, patching, and painting interior walls and ceilings;
- -- Renovating bathrooms; repairing and refinishing floors;
- -- Installing new kitchen equipment;
- -- Repairing or replacing HVAC, electrical, and plumbing system as necessary; and
- -- Providing accessibility to main program spaces for handicapped persons.

Work on the grounds will include, but not be limited to:

- -- Rehabilitating one large athletic field
- -- Repairing, resurfacing and color-coating two basketball courts, multipurpose playcourts, and other paved play area;
- -- Repairing and resurfacing damaged walkways, and driveways;
- -- Replacing children's play equipment; and
- -- Restoring landscapes.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Resident Camp Development	Project Number R09	Ward(s) MD	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Scotland, Maryland and Highland Beach, Maryland	Estimated Completion Date 1994	Number of Square Feet NA	Useful Life (Years) 25

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	556						556		556
Project Management	284						284		284
Construction	5,560						5,560		5,560
Equipment	...						...		...
TOTAL AUTHORITY	6,400						6,400		6,400

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		300		300
FY 1988		868		868
FY 1989		900		900
FY 1990		900		900
FY 1991		900		900
FY 1992		900		900
FY 1993		1,032		1,032
FY 1994		600		600
FY 1995		...		...
TOTAL		6,400		6,400

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☒
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code	CAPITAL (300)
AGENCY: Name & Code	RECREATION (HA)
Project Name	Resident Camp Development
Project Number	R09
Project Location	Scotland, Maryland and Highland Beach, Maryland

PROJECT JUSTIFICATION

The Department of Recreation is requesting $6,400,000 in new authority for the development of resident camp facilities at Scotland and Highland Beach, Maryland.

The work at Scotland will continue construction programmed for the camp since the early 1970s, together with additional facilities to accommodate expanded activities on the site. Additional funds are needed for the swimming pool and a larger administration and activities building. Delays due to factors beyond the District government's control have resulted in cost increases beyond those originally anticipated. The proposed work will include facilities for meetings and assemblies of campers and visitors and additional sleeping accomodations. These will be necessary for the year-round activities now being programmed for the camp. Such activities will include weekend and longer camping sessions, workshops, and retreats outside of the camping season. These activities are in accordance with this department's goal of expanding its recreation services to all groups in the city's population.

This phase of the Scotland camp's development is an integral part of the total facility. Previous phases have consisted of the constructing resident cabins and supporting facilities, renovating the recreation hall, and construction of a small administration building and clinic.

Work at the Highland Beach site will consist of developing a new resident camp for disabled children and adults. The camp will provide non-urban experiences for disabled persons and senior citizens within a short bus ride from the District. Activities will include nature study, crafts, games, drama, swimming, boating, campfires, cooking out, sports, and hikes. The proximity of the site to the District, the sheltered creek bounding it, and its natural beauty make it a unique opportunity for the proposed camp.

OPERATING BUDGET IMPACT

Some additional material and maintenance costs will result from construction of the swimming pool and the activites building at the Scotland camp, but no additional personnel will be required. The camp at Highland Beach will be staffed by five half-time professional and support persons, plus 30 to 35 counselors and other staff working approximately 600 hours per year. Staff costs will total approximately $200,000 annually, and nonpersonnel costs are estimated at $50,000 per year.

IMPACT ON THE COMMUNITY

These projects will not require the displacement of homes or businesses. Work at the Scotland camp will be a continuation of the development of an isolated site, designated for camp use many years ago. The Highland Beach site also has been used as a summer camp for a number of years. Impacts on surrounding areas will be minimal because peripheral portions of the site will be kept in their natural state. Most of the site is designated in the Anne Arundel County Zoning Regulations as "OS", a district that permits summer camps.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Revenues for operating both camps will be from District of Columbia operating budgets. Construction will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The work will consist of the development of two waterfront sites with buildings and recreation facilities to be used for resident camping programs.

The work at the Scotland camp will consist of the following:

-- A 25-meter swimming pool with a stainless steel or aluminum shell and paved deck and a small service building accomodating mechanical systems, storage, and a small office for the pool director; and

-- A building adjacent to the administration building, to provide additional assembly space, a kitchen, and dormitory accomodations with private bathrooms for approximately 24 persons.

The work at the Highland Beach site will consist of the development of a portion of the 6.8-acre site with a central building, residential cabins, a swimming pool, walkways, and other facilities. Most of the land will be kept in its natural state, except that about 400 feet of the shoreline will be bulkheaded or stabilized in another equivalent, environmentally sound, treatment, and a new pier built.

Structures will consist of:

-- A large rustic building of about 25,000 square feet of area, containing a lounge, activity rooms, dining hall, kitchen, and sleeping accomodations for about 20 persons;

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name	Project Number	Project Location
Resident Camp Development	R09	Scotland, Maryland and Highland Beach, Maryland

-- Six cabins, each accommodating two counselors and twelve campers;
-- A swimming pool, with a steel or aluminum shell with a ramp or lift for wheelchair swimmers;
-- Wooden walkways designed for handicapped persons, including wheelchair bound and sightless campers; and
-- The bulkheads and dock.

All buildings will be wood-framed, either slab on grade or on piers or columns, and designed specifically for accessibility by disabled persons.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Banneker Tennis Courts Enclosure	Project Number R9A	Ward(s) 1	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location 2500 Georgia Avenue, N.W.	Estimated Completion Date 1988	Number of Square Feet 20,000	Useful Life (Years) 20

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	60						60		60
Project Management	40						40		40
Construction	400						400		400
Equipment	...						...		...
TOTAL AUTHORITY	500						500		500

Allocations of Expenditures Based on FY 1987 Total Capital Authority				
Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		328		328
FY 1989		72		72
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		500		500

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	
Public Facilities ☒	Expand Service ☒	Federal ☐	Yes ☐
Institutions ☐	Enhance Service ☐	District ☒	No ☒
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	Number: ______
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: Name & Code CAPITAL (300)		AGENCY: Name & Code RECREATION (HA)
Project Name Banneker Tennis Courts Enclosure	Project Number R9A	Project Location 2500 Georgia Avenue, N.W.

PROJECT JUSTIFICATION

The Department of Recreation is requesting an authorization of $500,000 to place a permanent covering over four of the eight tennis courts at the Banneker Community Center. This project is part of the department's continuing program to provide new facilities to meet emerging community needs and demands. Tennis is growing rapidly in popularity and demand for it continues through the winter. Private indoor tennis courts are booked solidly past midnight every day of the week. These indoor courts will help to meet this recreation need.

OPERATING BUDGET IMPACT

This facility will involve substantial operating costs, including staff to manage the courts and heating and cooling of the space. A concessionnaire will be engaged to operate the courts during the winter period, with the concessionnaire's fees to cover all operating costs. Therefore no net operating budget impact is expected.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. There will be a short-term increase in private employment for erection of the structure. Four full-time persons will be employed on a long-term basis to operate the courts. This project will be in a redirection area planned for moderate-density housing and will be adjacent to the Howard Gateway Opportunity Area.

SOURCES OF REVENUES FOR THE REQUESTED PROJECT

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government. Operating funds and regular maintenance will derive from user and service fees.

SCOPE OF WORK

This project will consist of the construction of a permanent enclosure for four tennis courts at the Banneker Community Center. The type of construction will be a teflon-coated, fiberglass, air-supported structure or the equivalent.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name East Potomac Park Swimming Pool Improvement	Project Number R1C	Ward(s) 2	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location East Potomac Park, S.W.		Estimated Completion Date 1991	Number of Square Feet 10,000	Useful Life (Years) 25

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	180						180		180
Project Management	120						120		120
Construction	1,200						1,200		1,200
Equipment	...						...		...
TOTAL AUTHORITY	1,500						1,500		1,500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		50		50
FY 1988		145		145
FY 1989		375		375
FY 1990		430		430
FY 1991		500		500
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,500		1,500

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	
Public Facilities ☒	Expand Service ☒	Federal ☒	Yes ☐
Institutions ☐	Enhance Service ☐	District ☐	No ☒
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	Number: ____________
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2200

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name: East Potomac Swimming Pool Improvement

Project Number: RIC

Project Location: East Potomac Park, S.W.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $1,500,000 in additional authority to construct a water slide, a diving pool and a wading pool at the site of East Potomac Swimming Pool. These additions are needed to create a complete swimming and diving complex, suitable for major swimming competitions and water festivals. The shell of the existing swimming pool has been replaced with a new shell built to precise dimensions for regulation swimming meets, but a diving pool, to be used for diving competitions and as a warm-up pool for competing swimmers, is necessary for full scale meets. The water slide and wading pool will provide facilities necessary to make this complex a true family swimming resort for the city.

OPERATING BUDGET IMPACT

The diving pool and wading pool will not require additional staff, but will require additional expenditures for chemicals and the maintenance of machinery, decks, and shells. Additional staff will be required for the waterslide, but the operating cost will be covered by a fee charged to its users.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. Economic impacts will be those of the construction employment and of the additional staff that will operate the water slide. This facility is in a large park, at a considerable distance from residential neighborhoods, and it will have no adverse impacts on its surroundings.

SOURCES OF REVENUE FOR THE REQUESTED

Operating funds for the facility will come from District of Columbia operating appropriations and fees from the water slide. The construction will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The project will consist of constructing a single prefabricated water slide with a landing pool and a wading pool. All pools will be aluminum or stainless steel. The diving complex will include a 25-foot diving tower, three one-meter diving boards, and three three-meter boards. The diving and wading pools wil use the filtration system for the existing swimming pool.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Knox Hill Village Recreation Center	Project Number R2C	Ward(s) 8	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location Alabama Avenue and Hartford Street, S.E.		Estimated Completion Date 1990	Number of Square Feet 2,000	Useful Life (Years) 25

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	96						96		96
Project Management	64						64		64
Construction	640						640		640
Equipment	...						...		...
TOTAL AUTHORITY	800						800		800

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		40		40
FY 1988		75		75
FY 1989		640		640
FY 1990		45		45
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		800		800

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:

- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:

- Restore Service ☐
- Expand Service ☒
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:

- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?

- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: Name & Code CAPITAL (300)		AGENCY: Name & Code RECREATION (HA)
Project Name Knox Hill Village Recreation Center	Project Number R2C	Project Location Alabama Avenue & Hartford Street, S.E.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $800,000 in new authority for the construction of a neighborhood recreation center at Knox Hill Village, a housing development being sponsored by the Department of Housing and Community Development. This center will offer a full range of neighborhood recreation activities, including organized sports and games, informal recreation, cultural activities, senior citizens' programs, and special events. This project is part of the department's program to improve recreational opportunities in all parts of of the city.

The requested authority will be sufficient for the project.

OPERATING BUDGET IMPACT

There will be no net increase in operating expenses because a nearby obsolete recreation center will be closed and its staff shifted to this location. Some maintenance and energy savings will be achieved in the new building.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. The site is now vacant and ownership will be transferred to the department by the Department of Housing and Community Development in conjunction with the development of housing and other facilities on this site. The project is in a Redirection Area and is part of the Knox Hill housing opportunity area.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Operating funds for the facility will come from District of Columbia operating appropriations. The construction will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project will consist of the construction of a 2,000 square-foot fieldhouse and outdoor recreation facilities on a 15,000 square-foot site. The building will include two multipurpose rooms, bathrooms, an office, a kitchen, and storage. The site will be developed with children's play equipment, a small ballfield, a basketball court, and a multipurpose court. All facilities will be accessible for handicapped persons.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: RECREATION (HA)

Project Name Chevy Chase Community Center Elevator	Project Number R1D	Ward(s) 3	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location 5601 Connecticut Avenue, N.W.	Estimated Completion Date 1988	Number of Square Feet NA	Useful Life (Years) 30	

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
	Project Budget Authority								
Site	...						...		...
Design	44						44		44
Project Management	30						30		30
Construction	276						276		276
Equipment	...						...		...
TOTAL AUTHORITY	350						350		350

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		150		150
FY 1989		100		100
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		350		350

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION

Project Name	Project Number	Project Location
Chevy Chase Community Center Elevator	RID	5601 Connecticut Avenue, N.W.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $350,000 in new authority to install an elevator at the Chevy Chase Community Center. This is a multi-story building that has special programs for a large number of elderly persons. An elevator is necessary to make program spaces accessible to these people, many of whom have great difficulty climbing the stairs. An elevator will also make it possible to have programs for physically disabled persons on the upper floor and in the basement.

Preliminary designs for this project were prepared in 1984 as part of Fiscal Year 1982 authorization for improvements for accessibility for handicapped, but available authority was not sufficient for construction. Additional design work will be necessary to produce working drawings.

OPERATING BUDGET IMPACT

Some additional operating costs will be necessary for energy and maintenance of the elevator.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. Private employment will not be generated except during construction. The project is in an area designated by the Comprehensive Plan as "institutional" within a low-density commercial area. The project is consistent with the 1981 Cmomprehensive Recreation Plan goal "to provide a high level of services to populations with special needs."

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be funded by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project will add an elevator to the Chevy Chase Community Center and will add other improvements necessary to make program and office spaces in the building fully accessible to handicapped personsl The elevator will serve the main floor, basement, and upper floor and will meet all applicable District and Federal regulations.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name: Day Care Centers Renovation

Project Number: R1E

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: Various Locations

Estimated Completion Date: 1989

Number of Square Feet: 3,200

Useful Life (Years): 25

	Project Budget Authority								
Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	35						35		35
Project Management	23						23		23
Construction	342						342		342
Equipment	...						...		...
TOTAL AUTHORITY	400						400		400

	Allocations of Expenditures Based on FY 1987 Total Capital Authority			
Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		100		100
FY 1989		100		100
FY 1990		100		100
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		400		400

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	
Public Facilities ☒	Expand Service ☒	Federal ☐	Yes ☐
Institutions ☐	Enhance Service ☐	District ☒	No ☒
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	Number: ____________
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Renovations for Six-Day Care Centers	Project Number RTE	Project Location Various Locations

PROJECT JUSTIFICATION

The Department of Recreation is requesting $400,000 in new authority for the renovation of portions of six recreation centers for use as day-care centers. These centers will be located in low-income communities and will be designed for a special program aimed at providing mothers on public assistance with marketable skills in the day-care field. The program responds to a number of serious problems in the District today. The incidence of pregnancy among young unmarried girls is very high, and the community must help these young women support themselves and be better mothers. The program that will operate in these centers will provide training in day-care skills as well as skills to help young mothers care for their own children. The capital project will convert spaces in six recreation centers to day-care facilities meeting all District regulations for such facilities and providing necessary space for training programs as well. Two centers will concentrate on infant care and four will be for preschool-aged children.

OPERATING BUDGET IMPACT

These centers will be operated by special staffs with qualifications in day-care and teaching. In addition, trainees will receive stipends during training and salaries during work experience. The total operating cost, including salaries, training courses, equipment, and supplies, is $1,100,000 per year. Care for children from non-welfare parents will be paid by their parents on a sliding scale based on income. Revenue from the centers will be used to defray operating costs of the centers.

IMPACT ON THE COMMUNITY

The project will not displace homes or businesses. It is consistent with the 1981 Comprehensive Recreation Plan goal :to provide a high level of services to populations with special needs." The centers to be renovated are in the Enhancement and Redirection Areas as designated in the Comprehensive Plan; the programs accommodated will contribute to greater family stability in these areas.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Operating revenues for the program to be provided in these centers will be from regular District operating appropriations. Construction costs will be funded from general obligaiton bonds issued by the District of Columbia.

SCOPE OF WORK

This project consists of renovating spaces in six recreation centers to permit their use as day-care centers. The renovations will conform to all District of Columbia regulations for day-care centers and will include:

- --renovating multipurpose rooms;
- --installing bathroom fixtures suitable for small children and infant care;
- --installing kitchens;
- --installing appropriate floor surfaces;
- --installing special fire alarm systems; and
- --doing other work as necessary to meet District regulations.

The centers to be renovated are Capper Recreation Center, at 5th and K Streets, S.E.; East Capitol Recreation Center, at 5725 East Capitol Street, S.E.; Friendship Community Center, at 4600 Livingston Road, S.E.; K.C. Lewis Recreation Center, at 300 Bryant Street, N.W.; Maury Recreation Center, at 13th Street and Constitution Avenue, N.E.; and River Terrace Recreation Center, at 34th and Dix Streets, N.W.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE — REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name: Kalorama Recreation Center Addition	Project Number: RIF	Ward(s): 1	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location: 19th Street and Kalorama Road, N.W.	Estimated Completion Date: 1989	Number of Square Feet: 3,000	Useful Life (Years): 30

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	68						68		68
Project Management	46						46		46
Construction	286						286		286
Equipment	...						...		...
TOTAL AUTHORITY	400						400		400

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		100		100
FY 1989		100		100
FY 1990		100		100
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		400		400

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☒	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ____________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name	Project Number	Project Location
Kalorama Field House Addition	R1F	19th Street and Kalorama Road, N.W.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $400,000 in new authority for an addition to the field house at the Kalorama Recreation Center to accommodate additional recreation and community activities for the Adams-Morgan neighborhood. This neighborhood includes a broad variety of ethnic groups, and this facility will provide spaces for special recreation activities, meetings, and other community events for these groups, as well as a full neighborhood recreation program. This is a particularly appropriate location for such a community facility because it is a part of the area that is used annually for a number of ethnic and community festivals.

OPERATING BUDGET IMPACT

Additional staff and other operating costs for this facility after completion of this project will total approximately $89,000 per year.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. Additional activities at the center will have some impact on nearby residents, but design of the addition will minimize these to the greatest possible extent. The provision of additional space for community activities and events will benefit the community in general by facilitating group activities and additional recreation events. The project is in a Conservation Area as designated by the Comprehensive Plan and is consistent with the Comprehensive Recreation Plan policies "to provide a high level of service to populations with special needs" and "to provide recreation services which respond to the evolving needs and desires of the city's changing population."

SOURCES OF REVENUES FOR THE REQUESTED PROJECT

Additional program funds for this facility will be from regular District operating appropriations. Construction will be funded by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The project will provide for construction of an addition to the existing Kalorama field house and rehabilitation of the existing structure. The work will include the following elements:

- --rehabilitating the roof of the existing structure;
- --repairing and painting floors, walls, and ceilings of the existing multipurpose room;
- --building a new multipurpose room of about 2,500 square feet, with room dividers to separate the space into two or more spaces;
- --enlarging the office to accommodate a staff of four;
- --enlarging the bathrooms;
- --installing a kitchen with a capacity to serve 100 persons;
- --providing additional storage; and
- --providing accessibility for handicapped persons.

DEPARTMENT OF RECREATION
OPENING STATEMENT
FISCAL YEAR 1987
CONGRESSIONAL BUDGET HEARINGS

May 7, 2986

The fiscal year 1987 appropriated budget for the Department of Recreation is $27,663,000 and 564 continuing full-time positions, an increase from fiscal year 1986 of $2,251,000 and 38 continuing full-time positions.

The department's activities reach out to a diverse citizenry with programs for the mentally retarded, physically handicapped, mentally ill, teenage youths, juvenile delinquents, and all age groups from two-years old to senior citizens. Programs and services provided include concerts, festivals, art exhibits, drama, speech, dance, all types of athletic events, sewing, lectures, gardening, swimming, summer day camps, day care and before and after-school care, tutoring, camping, counseling, and a variety of community-based programs.

The District-wide events that the department sponsors are the Potomac Riverfest, Senior Citizen's Olympics, D. C. Marathon, U. S. Youth Games, Recreation Days, the Christmas Musical, Senior Citizen's Picnic, and the Mayor's Cup Invitational Boxing Tournament. These programs and services enable residents to have a more comfortable life style, and they attract more visitors and businesses to the city.

The requested funding for fiscal year 1987 will allow the department to maintain the high level of services to the public, and to improve the maintenance and upkeep of all recreational facilities. The major program expansions will be the Senior Citizens Program, the Roving Leader Program, Therapeutic Recreational Services, Aquatics, and the Latino Recreational Program.

The Senior Citizens Program will be expanded to include specially trained individuals who are skilled in working with the elderly. The workers will provide dance, music, drama, arts and crafts, and special exercise activities for the elderly. This will add a new dimension to the existing program and help the department meet the ever-increasing requests for such activities. Also, in fiscal year 1987, four new senior citizens centers will be opening - one each at Fairfax, Bald Eagle, Ft. Stevens, and Kenilworth-Parkside.

The Roving Leader Program is expanding to offer more services to help hard-to-reach youths who display antisocial and aggressive behavior. The program will provide more high-risk activities like boxing, wrestling, and martial arts for children ages eight and older to enable them to use their leisure time more constructively and stem violence and criminal tendencies. Also a new roving leader center will be opening at Dunbar High School in 1987.

The request for funds and positions for the Therapeutic Recreational Services Program will help the program to meet the demands from special interest groups like the severely/profoundly homebound handicapped, and group homes for recently released institutionalized individuals.

The Deanwood swimming pool for children aged three to twelve will be reopening in fiscal year 1987 after major repairs have been completed. The requested funds will enable this pool to operate and provide aquatic activities for several hundred more children.

The department requests 11 positions for Recreation Centers and Playgrounds. Of the 11 positions, two are for employees who had been reinstated from a reduction-in-force. The nine other positions are for the conversion of clerical workers from TFT status to CFT status.

We will continue to increase service offerings provided by the Community Based Programs Division. This division will work with 20 established Neighborhood Planning Councils to implement more employment training and remedial educational services for youths. Greater emphasis will also be placed on generating more citizen involvement in the work of the councils.

This budget request will also allow us to continue to operate on a daily basis from some 200 locations throughout the District of Columbia. Recreational services are provided from 104 neighborhood recreation centers, five roving leader service centers, six centers for the mentally retarded and physically handicapped, and 13 centers for senior citizens.

Quality day-care service is provided on a daily basis from 19 day-care centers to more than 500 children ages three to five. Thirteen before-and-after-school centers serve hundreds of children and youth ages five to fourteen. Cooperative Play Programs that give young children early experiences away from home operate from 22 sites, and in the summer months conduct a large number of day camps.

Our recreation system includes 45 swimming facilities, 166 tennis courts, and hundreds of ballfields and play areas. We are charged with the maintenance responsibility of more than 500 acres of open space and 64 buildings used daily by city residents.

The Department of Recreation recognizes the seriousness and widening scope of drug addiction and teenage pregnancy in our city. The Roving Leader Program and recreation centers will continue to offer workshops, conduct special programs, and give more attention to these areas of concern.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Outdoor Lighting Improvement	Project Number RIG	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1992	Number of Square Feet NA	Useful Life (Years) 15

Project Budget Authority:

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	72						72		72
Project Management	48						48		48
Construction	480						480		480
Equipment	...						...		...
TOTAL AUTHORITY	600						600		600

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		100		100
FY 1988		100		100
FY 1989		100		100
FY 1990		100		100
FY 1991		100		100
FY 1992		100		100
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		600		600

OB 6/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	
Public Facilities ☒	Expand Service ☐	Federal ☐	Yes ☐
Institutions ☐	Enhance Service ☒	District ☒	No ☒
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	Number:
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2210

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Outdoor Lighting Improvements	Project Number R16	Project Location Various Locations

PROJECT JUSTIFICATION

The Department of Recreation is requesting $600,000 in additional authority to renovate and replace outdoor lighting at its recreation centers. This project will continue work started in fiscal year 1986. Some of the department's most popular evening activities are severaly handicapped because outdoor lighting systems are obsolete and in some cases inoperative for long periods of time. The lack of adequate outdoor lighting because of deteriorating fixtures and breakage causes many evening activities to be cancelled. When play is attempted on badly lighted fields, players are in danger of injury. The department's lighting system includes a great variety of types and sizes of lighting fixtures, making standardization of purchase of parts and repairs impossible.

A survey of the lighting system undertaken in 1986 has revealed that previous estimates of renovation and replacement costs are too low. This project will supplement the FY 1986 authorization for field lights and permit its extension to security and playcourt lights, as well.

OPERATING BUDGET IMPACT

This project will result in operating budget savings as more energy-efficient fixtures are installed and as maintenance and replacement procedures can be standardized.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. Benefits to the community will be increased safety and security at recreation centers, by having better lighting for evening activities. Redesign of lighting fixtures will also, in some cases, reduce the impact of field lights on adjacent residential areas by directing light away from residences more efficiently. The project is consistent with two goals of the 1981 Comprehensive Recreation Plan: "to provide the highest level of service for the least possible cost" and "to achieve and maintain efficient use of energy . . ."

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be funded by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

This project will allow the continuation of the installation of fully efficient and standardized system of outdoor lighting at all Recreation Department properties. Based on the survey and lighting plan being prepared in FY 1986, field, playcourt, and security lights will be renovated or replaced with the most effective and cost-effective lighting available. Whenever possible, existing wiring systems and light standards will be used. Highest priority will be given to the sites with the highest level of activity and the highest potential for continued or increased activity.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Performing Arts Center	Project Number RIH	Ward(s) 7	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Various Sites	Estimated Completion Date 1991	Number of Square Feet 55,000	Useful Life (Years) 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						..		...
Design	350						350		350
Project Management	321						321		321
Construction	5,329						5,329		5,329
Equipment	...						...		...
TOTAL AUTHORITY	6,000						6,000		6,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		500		500
FY 1988		1,000		1,000
FY 1989		2,000		2,000
FY 1990		2,000		2,000
FY 1991		500		500
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		6,000		6,000

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	
Public Facilities ☒	Expand Service ☒	Federal ☐	Yes ☐
Institutions ☐	Enhance Service ☐	District ☒	No ☒
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	Number:
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2212

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name	Project Number	Project Location
Performing Arts Center	R1H	Various Sites

PROJECT JUSTIFICATION

The Department of Recreation is requesting $6,000,000 in new authority for a performing arts center, to be located in Ward 7. The department has an extensive cultural program throughout the city, including the Neighborhood Arts Academy, the D.C. Community Orchestra, the Christmas Musical, and a number of other shows and cultural events. At the present time, the department does not have a theater or adequate teaching or practice facilities for this extensive program. This project will construct a new theater facility with teaching and practice spaces and other supporting facilities on a site to be selected in Ward 7 to meet this urgent need. The location east of the Anacostia River is particularly appropriate because of the emphasis on youth in the department's cultural programs and the very large youth population residing in this part of the District.

The performing arts center will include a large theater with a fully-equipped stage and backstage areas, designed for plays, musicals, and concerts. The building will also include spaces for music lessons and practices, audio-visual studios, a dance studio, and other performing arts spaces, together with administrative offices for the department's cultural programs and specialized storage for musical instruments and electronic equipment. Also included will be a community room and kitchen.

OPERATING BUDGET IMPACT

The estimated operating cost of the performing arts center will be about $495,500 per year.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. It will be located in either an Enhancement or a Redirection Area, as classified by the Comprehensive Plan. The center will add employment to a community with a high rate of unemployment, consistent with Section 211 of the Comprehensive Plan "to create and expand economic activity and employment centers in target areas outside the Central Employment Area." The project is also consistent with the 1981 Comprehensive Recreation Plan objective "to provide a variety of recreation and cultural activities to provide for changing preferences."

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

Operating expenses for the performing arts center will be from regular District operating appropriations. Construction costs will be funded by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project consists of the construction of a performing arts center at a location to be determined in Ward 7. The facility will include:

--a theater seating 1,500 persons with a stage and backstage areas for plays, musical shows, and concerts;
--audio and video studios;
--music studios and practice rooms;
--a dance studio;
--rehearsal rooms for musical and theatrical groups;
--a multipurpose room and kitchen to serve 200;
--administrative offices; and
--storage, including specialized storage for musical instruments and electronic equipment.

The entire facility will be accessible for handicapped persons.

CM 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name Oxon Run Amphitheater	Project Number R1J	Ward(s) 8	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location ·Oxon Run Park, S.E.		Estimated Completion Date 1990	Number of Square Feet 35,000	Useful Life (Years) 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	160						160		160
Project Management	120						120		120
Construction	1,720						1,720		1,720
Equipment	...						...		...
TOTAL AUTHORITY	2,000						2,000		2,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		100		100
FY1988		1,500		1,500
FY1989		400		400
FY1990		...		...
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		2,000		2,000

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2214

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code RECREATION (HA)

Project Name	Project Number	Project Location
Oxon Run Amphitheater Improvement	R1J	13th Street & Mississippi Avenue, S.E.

PROJECT JUSTIFICATION

The Department of Recreation is requesting $2,000,000 in new authority for the construction of an amphitheater in Oxon Run Park. The department has an extensive program of cultural activities, which include concerts and other performances in outdoor settings in the District's parks. As part of a general development of Oxon Run Pcrk, a small amphitheater was completed in 1984 in the northern section of the park. This existing amphitheater is suitable for nature classes, neighborhood events, and performances for small audiences, but there is a demand for a facility for larger events. A survey of District residents in 1984 found that attending concerts was one of the most popular leisure activities.

This project will construct an amphitheater seating 2,000 persons, with a stage fitted with sound and light equipment, a shell roof, box-office facilities, bathrooms, and other supporting facilities.

OPERATING BUDGET IMPACT

This project will result in annual operating consts of about $95,000. Some of this operating cost will be defrayed through admission fees.

IMPACT ON THE COMMUNITY

This project will not displace homes or businesses. It will be located in a Redirection Area as classified by the Comprehensive Plan. The project is consistent with the 1981 Comprehensive Recreation Plan objective "to provide a variety of recreation and cultural activities to provide for changing preferences." The facility will also provide summer employment.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The operating costs for the facility will be from regular District operating appropriations and admission fees. The construction cost will be funded by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project will consist of the construction of an amphitheater seating 2,000 persons on seats and grass areas. The facility will include:

--a seating area accommodating at least 1,500 persons, with additional grass areas for informal seating;
--backstage areas, dressing rooms, and temporary storage space for scenery, costumes and props;
--ticket booths and offices for facility management, with supporting storage and other facilities;
--off-street parking; and
--additional landscaping around the structures.

All areas will be free of barriers to handicapped access.

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Department of Recreation
Opening Statement
FY 1987 Congressional Budget Hearings
Page 3

The department already has in place a training mechanism for employees involved in drug education programs. Our roving leaders and staff persons at recreation centers and at swimming pools have taken part in special programs conducted by the Department of Human Services at the Phelps Career Development Center and by other qualified training providers.

Drug awareness programs are held at every swimming facility in the city, at roving leader service centers and at neighborhood recreation centers. Roving leaders continue to work with school organizations, parents, and private sector organizations to help combat this problem.

Young people are encouraged to participate in the planning of such workshops through viable and active teen councils organized through our recreation centers. The department has 104 active teen councils in this city, where young people help chart the course for future growth of this organized teen body.

Teen Councils are being asked to help determine more sites for active programs dealing with teenage pregnancy. Ward Managers and special events coordinators are responding with much emphasis and making available a variety of information for discussion and presentation at recreation programs and special activities.

The Neighborhood Art Academy will continue to serve a growing number of participants. The academy provides youth with the opportunity to take part in cultural arts training workshops and to broaden experiences in the fine arts.

The department also recognized that volunteer service is invaluable to service delivery. Since the establishment of a full-time volunteer program office, actual volunteer service has increased significantly. Volunteers serve in a variety of capacities from coaching Little League games to helping coordinate special events and providing medical services at day-care and senior cenior citizens centers.

Through vigorous efforts to enlist the support of the private sector, the department has been able to expand a number of program offerings and improve existing services.

The Potomac Riverfest and D. C. Marathon serve as examples of programs receiving private sector support. Based on outstanding public response, the Riverfest will encompass the entire month of June. Events will be held at Southwest Waterfront, Anacostia Park and in West Potomac Park. More Riverfest days will give citizens the opportunity to better enjoy an event of this type in their hometown. Other cities such as Boston and New York have held month-long events like the Riverfest for years.

Department of Recreation
Opening Statement
FY 1987 Congressional Budget Hearings
Page 4

The D. C. Marathon continues to attract large numbers of runners, spectators, and private sector supporters.

Employee Development has reached new levels with the establishment of a viable employee training program. We now have a full-time training staff which coordinates and conducts ongoing enrichment programs.

This budget request will help us to continue to strive for excellence in our work and in the services that we provide and perform in an effort to raise the quality of life for the residents of the District of Columbia.

DEPARTMENT OF RECREATION

QUESTION:
1. On pages HA-2 and HA-3 of your submission, you are requesting 40 new positions and show the responsibility centers to which these positions will be assigned. You also show redirections of 7 positions, 5 of these positions from responsibility centers which are scheduled to receive one or more of the 40 new positions.

1 a. What is your rationale for redirecting positions from some responsibility centers and requesting additional positions for these centers? (Example: Roving Leaders Program -- requesting 8 new positions; redirecting out 1 position to training.)

ANSWER:
The idea is to redirect experienced employees within the Agency to create a more workable organization and to motivate the whole Agency. These changes will allow some employees an opportunity to utilize their full potential by placing them in areas of their expertise.

We also recognize an ever-increasing demand on our services by citizens. Therefore we are requesting additional positions in an effort to provide the standard of services as requested.

QUESTION:

2. On page HA-3 you state you are expanding the Roving Leader Program to offer more services to help hard-to-reach youths who display antisocial and aggressive behavior. The activities of the program include boxing, wrestling, and martial arts to enable children aged eight and older to use their leisure time more constructively and stem violence and criminal tendencies. It sounds as though aggressive behavior is being reinforced in hard-to-reach youths by teaching them aggressive sports.

2 a. Would you please comment on this assumption?

ANSWER:
Each of these forms of physical art demands discipline of the mind and body. There are many principles that are taught in these activities (boxing, wrestling, karate, etc.) that would enable young people to go into their communities and become useful citizens.

Training in these areas will be used to develop the total person. Training in the martial arts teaches self-discipline which allows young people the opportunity to make decisions based on their own philosophy of life. The learning of self control, by the participating youth, will promote self respect, as well as respect for others. These attributes instill self pride and hopefully will keep hard-to-reach youth out of penal institutions.

QUESTION:3. An increase of $25,000 is requested to provide for increased maintenance and repair of vehicles (page HA-15).

3 a. Do you perform your own maintenance and repair work?

Self maintenance and repair is necessary for the Department of Recreation in order to meet the programs' commitments on a daily basis . We are responsible for transporting thousands of citizens to activities daily.

3.b Why do you not have the Department of Public Works maintain and repair your vehicles?

ANSWER:
The Department of Public Works Fleet Management Administration cannot provide the fast maintenance service that is essential to this Department in order to meet our daily transportation schedule. Utilizing our in-house mechanical staff, we are able to make the repairs in the required time frame for meeting our needs.

3 c. How many mechanics do you have on the payroll?

ANSWER:
Presently, the Department of Recreation has eleven mechanics on its payroll.

QUESTION:
4. On page HA-15, you show a redirection-out from energy of $75,000, which you say is available because of an unexpected drop in the cost of energy. A look at schedule 9 (page HA-41) shows, in effect, a $1,000 increase in energy costs for fiscal year 1987 over fiscal year 1986.

4 a. Would you please explain how you are to redirect $75,000 when it appears there is an increase of $1,000 in energy costs?

ANSWER:

Energy costs are based on projections made by the Department of Administrative Services (D.A.S.). The apparent increase resulted in the development of FY 86 and FY 87 projections. However, the increase is not projected on schedule 4A as an increase to the appropriated request for FY 1987. Since all energy costs are based on prior usage and projections, adjustments will be made each year to redirect funds where necessary, as $75,000 on HA-15. Further information on this subject may be obtained by contacting Joseph Powell of D.A.S. on 727-2596.

OFFICE ON AGING

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) OFFICE ON AGING (BY)

		FY1984 Actual Expenditures		FY1985 Actual Expenditures		FY1986 Planned Expenditures		FY1987 Requested Expenditures		FY1986-FY1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	12	5,183	12	6,240	12	7,665	16	10,350	+4	+2,685
	Federal Funds	15	4,163	15	4,227	15	4,443	15	4,112	...	-331
	Private & Other Funds	...	8	...	2	...	2	...	2	...	...
	SUBTOTAL EXPENDITURES	27	9,354	27	10,469	27	12,110	31	14,464	+4	+2,354
	Intra-District Sales	2	57	4	124	4	185	4	170	...	-15
	TOTAL EXPENDITURES	29	9,411	31	10,593	31	12,295	35	14,634	+4	+2,339
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	11		11		12		15		+3	
	Average CFT Salary	25		29		33		35		+2	
	Average All Other Employment	11		12		19		19		...	
	Total Full-Time Equivalent (FTE) Employment	24		23		31		34		+3	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	24		24		23		25		+2	
CAPITAL BUDGET AUTHORITY*	Appropriation	...		300		14,200		973		-13,227	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	...		300		14,200		973		-13,227	

AGENCY OVERVIEW

Created by D.C. Law 1-24 to develop and implement a comprehensive system of health and social services for the District's elderly, the Office on Aging provides in-home health care, meals, homemaker, shelter, home repair, counseling, health assessment and management, visitation, telephone reassurance, legal advice, socialization, day care, transportation, employment, education, discount purchases, nursing home care, respite care, advocacy, assistance with property tax rebates, hearing aides, braille equipment, telephone communication devices, and other aids.

In FY 1985, the office served 20,000 of the total 104,000 eligible users 60 years of age and older. Through a Senior Service Network of 40 community based organizations, the office targets services to the socially and economically disadvantaged, and the vulnerable elderly with multiple, long term care needs, to preserve their independence and to maintain them in their own homes. Within the Senior Service Network are 15 multipurpose senior centers, 7 nutrition projects operating 80 nutrition sites, 6 geriatric assessment and case management sites, 7 geriatric day care programs, 3 local ombudsman programs, 3 specialized programs for the blind and hearing impaired, and city-wide programs for in-home health care. The office oversees the Washington Center for Aging Services, a skilled and intermediate care facility, The Washington Seniors Wellness Center, and the Washington Elderly Handicapped Transportation System. Six hundred people, including senior citizens and District residents are employed in the Senior Service Network, and the office provides training for them.

City-wide community forums are conducted to solicit input from the elderly about the quality of services and programs, the need to expand current programs, and the need to implement new programs. To advocate for the elderly, to promote healthy and independent lifestyles, and to sensitize the public about aging, the office produces special events, conferences, workshops, seminars, newsletters, brochures, surveys, and issue forms.

The office administers provisions of the Older Americans Act of 1965, Public Law 89-73, as amended, monitors and assesses a service delivery system operated by non-profit agencies under performance based contracts, and coordinates activities with the D.C. Commission on Aging and other organizations.

O811/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON AGING (BY)

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $10,350,000 and 16 continuing full-time positions, an increase from FY 1986 of $2,685,000 and 4 continuing full-time positions.

The personal services request is $570,000, an increase of $137,000 and 3 full-time equivalent employees. The increase will fund the FY 1987 pay adjustment of $18,000, the FY 1987 within-grade increase in the amount of $12,000, and 4 new positions for 9 months in FY 1987 in the amount of $107,000.

The nonpersonal services request is $9,780,000, an increase of $2,548,000. The increase will fund the following:

1. Operating expenses for two multipurpose senior centers in wards 7 and 8 for a total cost of $600,000 and operating expenses to strengthen programs in existing senior centers - $75,000.
2. Operating expenses for the seven buses purchased with a grant from the U.S. Department of Transportation and D.C. appropriated matching funds in FY 1985 and FY 1986, to be added to the Washington Elderly and Handicapped Transportation System (WEHTS) - $115,000.
3. Expansion of in-home health care services which include homemaker, home health, chore/maintenance, visitation, and monitoring to support the homebound elderly - $1,350,000.
4. Inflationary costs for service providers. A combination of appropriated and federal funds are used to purchase service units from the providers. Since federal funds are expected to remain at the FY 1986 level, the office is requesting an increase to cover projected cost increases - $305,000.
5. Opening of five nutrition sites to provide elderly people with nutritious meals and supportive services in a congregate setting - $100,000.
6. Inflationary costs of communications. Expenditures for communications are expected to increase significantly in FY 1987. Increases of 15 percent for access charges, and increases for line charges were approved by the Public Service Commission - $3,000.

Nonappropriated Budget Request

The FY 1987 estimated nonappropriated budget is $4,284,000 and 19 full-time equivalent positions, a decrease of $346,000, with no change in full-time equivalent employment. This decrease will minimally impact the office's appropriated funds, since $215,000 was a one-time carry-over of grant authority from the U.S. Department of Health and Human Services/Administration on Aging (DHHS/AoA) and the U.S. Department of Agriculture (USDA).

PROGRAM IMPACTS

The requested FY 1987 funding will result in expansion of current services that are targeted to those most in need. The average participant in Office on Aging/Senior Service Network programs is 74 years of age. Access services and center and community-based services are essential to participants in preserving their functional independence and their ability to cope with daily needs related to income, health care, transportation, socialization, isolation, and nutrition. The group of persons aged 75 years and older is the largest and most frequent user of in-home and case assessment/case management services that are provided by the Office on Aging. These services help to postpone and prevent costly institutionalization of the chronically ill.

2223

FUND: GENERAL (100)

AGENCY: OFFICE ON AGING (BY)

PROGRAM PERFORMANCE DATA

With the additional resources, the Office on Aging expects to increase the total number of elderly clients served by 2,000 from 1986, and to expand the hours of coverage in access services, in-home services, center and community based services.

The following program measures provide a gauge of the agency's overall performance.

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Office on Aging Services				
Information/referral calls and walk-ins	12,222	13,857	14,500	15,000
Spotlight on Aging circulation	14,760	16,000	16,500	17,000
Aging Exchange circulation	200	300	350	400
Gold Card members	66,000	70,000	72,500	75,000
Employment participants	25	205	485	500
Special projects	10	10	10	10
Total number of clients served by Senior Service Network	12,000	20,000	21,000	23,000
Total number of access service units delivered	111,150	372,017	417,739	437,998
Case assessment hours	(966)	(1,035)	(1,036)	(1,057)
Case management hours	(17,750)	(19,426)	(19,893)	(20,291)
Transportation, escort trips	(92,208)	(345,948)	(359,968)	(377,966)
Wellness Center sessions	...	(5,328)	(36,548)	(38,375)
Ombudsman complaints resolved	(226)	(280)	(294)	(309)
Total number of In-home service units delivered	323,339	351,102	366,990	374,334
Home delivered meals	(233,097)	(257,225)	(268,395)	(273,763)
Home health care hours	(90,156)	(93,737)	(98,448)	(100,417)
Homes repaired	(86)	(140)	(147)	(154)
Total number of Center and community service units delivered	1,850,294	2,040,304	2,108,196	2,150,359
Congregate meals	(672,907)	(821,517)	(862,592)	(879,844)
Day care days	(33,254)	(33,835)	(36,309)	(37,035)
Recreation/socialization	(1,061,467)	(1,088,049)	(1,109,810)	(1,132,006)
Counseling hours	(82,666)	(96,903)	(99,485)	(101,474)

	FY 1984	FY 1985	FY 1986	FY 1987
Washington Center for Aging Services				
Average number of residents per day	200	248	254	235
Average number of available beds	256	253	258	240
skilled	(44)	(43)	(35)	(37)
intermediate	(210)	(208)	(221)	(201)
respite	(2)	(2)	(2)	(2)

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST, $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: GENERAL (100)
Name & Code

AGENCY: OFFICE ON AGING (BY)
Name & Code

CONTROL CENTER		FY 1986–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Office on Aging	12	6,240	12	7,665	16	10,350	+4	+2,685	15	4,112	...	2	4	170	35	14,634
	TOTAL AGENCY	12	6,240	12	7,665	16	10,350	+4	+2,685	15	4,112	...	2	4	170	35	14,634
OBJECT CLASS DETAIL																	
11	Regular Pay		309		395		518		+123		...		...		...		518
12	Other Regular Pay		3		...		...		...		258		...		73		331
13	Additional Gross Pay		13		...		...		...		...		...		...		
14	Fringe Benefits		32		38		52		+14		27		...		7		86
	TOTAL PERSONAL SERVICES		357		433		570		+137		285		...		80		935
20	Supplies		14		14		14		...		2		...		1		17
30a	Energy		...		...		...		...		...		...		...		...
30b	Communications		25		24		27		+3		...		...		...		27
30c	Building Rent		47		124		124		...		...		...		...		124
40	Other Services & Charges		5,569		6,771		9,316		+2,545		3,818		2		89		13,225
50	Subsidies & Transfers		208		275		275		...		...		...		...		275
60	Land & Buildings		...		...		...		...		...		...		...		...
70	Equipment & Equipment Rental		20		24		24		...		7		...		...		31
	TOTAL NONPERSONAL SERVICES		5,883		7,232		9,780		+2,548		3,827		2		90		13,699
	TOTAL AGENCY		6,240		7,665		10,350		+2,685		4,112		2		170		14,634
PERSONNEL SUMMARY																	
	Average CFT Employment		11		12		15		+3		▨		▨		▨		15
	Average CFT Salary		29		33		35		+2		▨		▨		▨		35
	Average All Other Employment		...		...		...		...		15		...		4		19
	Total FTE Employment		11		12		15		+3		15		...		4		34
	Overtime & Other Pay FTE Employment		...		...		...		...		...		...		...		...
	Average FTE Salary		29		33		35		+2		17		...		18		25

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON AGING (BY)

CONTROL CENTER: Name & Code OFFICE ON AGING (C1)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
0101		PROGRAM MANAGEMENT AND ADMINISTRATION														
		Increases														
	1.0	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									+16	...	+16
		b. Fringe Benefits	14	...	...									+2	...	+2
	2.0	Increase for within grades														
		a. Regular Pay	11	...	...									+10	...	+10
		b. Fringe Benefits	14	...	...									+2	...	+2
	3.0	Increase for four CFT positions														
		a. One DS-12 Social Worker	11	...	...							9	+1	+25	+1	+25
		b. One DS-12 Program Development Officer	11	...	...							9	+1	+25	+1	+25
		c. One DS-12 Program Evaluator	11	...	...							9	+1	+25	+1	+25
		d. One DS-11 Public Information Officer	11	...	...							9	+1	+22	+1	+22
		e. Fringe Benefits	14	...	...							...	...	+10	...	+10
	5.0	Increase for operation of seven new WEHTS buses	40	...	...							...	...	+115	...	+115
	7.0	Increase for costs associated with														
		service providers	40	...	...							...	...	+43	...	+43
	9.0	Increased costs of communications	30	...	24							...	...	+3	...	+3
		Subtotal Responsibility Center 0101											[+4]	[+298]	[+4]	[+298]
		TOTAL CONTROL CENTER														

0611/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON AGING (BY)

CONTROL CENTER: Name & Code OFFICE ON AGING (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
0102		IN-HOME SERVICES														
		Increases														
	6.0	Increase for in-home health care	40	...	895							...	...	+1,350	...	+1,350
	7.0	Increase for costs associated with the service providers	40	...	...							...	...	+45	...	+45
		Subtotal Responsibility Center 0102											[...]	[+1,395]	[...]	[+1,395]
0103		CENTER AND COMMUNITY SERVICES														
		Increases														
	4.0	Increase for operating multipurpose Senior centers	40	...	...							...	...	+675	...	+675
	7.0	Increase for costs associated with service providers	40	...	...							...	...	+217	...	+217
	8.0	Increase for the establishment of five new nutrition sites	40	...	...								...	+100	...	+100
		Subtotal Responsibility Center 0103											[...]	[+992]	[...]	[+992]
		TOTAL CONTROL CENTER											+4	+2,685	+4	+2,685

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY 1 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code OFFICE ON AGING (BY)

FY 1987 Capital Authority Request by Project Type	Number	Amount	FY 1987 Capital Authority Request by Project Objective	Number	Amount
Infrastructure	...	...	Restore Services	...	...
Public Facilities	2	1,873	Enhance Services	...	...
Institutions	...	...	Expand Services	2	1,873
Site Acquisition	...	...	Comply with Statute or Court Order	...	...
Major Equipment	...	...	Stimulate Economic Development	...	...
			Other	...	...
TOTAL	2	1,873	TOTAL	2	1,873

AGENCY OVERVIEW

The Office on Aging, in the Executive Office of the Mayor, is the state and area agency on aging for the District of Columbia. The mission of the office as defined by the Older Americans Act of 1965, P.L. 89-73, as amended, and by the District's Act on Aging, D.C. Law 1-24, is to develop and implement a comprehensive system of services for the District's elderly.

The Office on Aging provides essential in-home and community-based services such as meals, health assessment and management, homemaker, in-home health care and home repair, legal advice, visitation, reassurance by telephone counseling, shelter, socialization, day care, transportation, employment, education, discount buying, nursing home care, respite care, advocacy, assistance with property tax rebates, hearing aides, braille equipment, telephone communication devices and other aides for the District residents who are 60 years of age and older. Of the 104,000 eligible users, the office served 20,000 socially and economically disadvantaged seniors in FY 1985.

At multipurpose senior centers, social and supportive services, including nutritionally balanced meals, are providing to enhance the lives of older persons, to help them adjust to the changes that the aging process brings, to restore their sense of usefulness, to eliminate isolation, and to expand their roles in the community.

The Office on Aging requests $1,873,000 in new capital authority to develop multipurpose senior centers in the H Street, N.E., corridor of Ward 6, and in the area west of and adjacent to Rock Creek Park of Ward 3. These projects are part of the District's long-term capital program to adequately support programs directed at serving the elderly. The proposed multipurpose centers will complement other services provided by the Departments of Recreation and Human Services.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code OFFICE ON AGING (BY)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
H Street Senior Center	A06	6	1988	Site		...			...
				Design		97			97
				Project Management		65			65
				Construction		811			811
				Equipment		...			...
				TOTAL		973			973
Rock Creek Park Senior Center	A08	3	1989	Site		...			...
				Design		90			90
				Project Management		60			60
				Construction		750			750
				Equipment		...			...
				TOTAL		900			900
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site		...			...
				Design		187			187
				Project Management		125			125
				Construction		1,561			1,561
Agency Total:				Equipment		...			...
				TOTAL		1,873			1,873

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: OFFICE ON AGING (BY)

Project Name: H Street Senior Center	Project Number: A06	Ward(s): 6	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: H Street, N.E., Corridor of Ward 6	Estimated Completion Date: 1988	Number of Square Feet: 4,000	Useful Life (Years): 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...								...
Design	97								97
Project Management	65								65
Construction	811								811
Equipment	...								...
TOTAL AUTHORITY	973								973

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		139		139
FY 1988		834		834
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		973		973

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☒
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: __________

See CAP 4 for further information

2230

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK **4** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code OFFICE ON AGING (BY)

Project Name: H Street Senior Center

Project Number: A06

Project Location: H Street, N.E., Corridor

PROJECT JUSTIFICATION

The Office on Aging is requesting $973,000 in new authority in FY 1987 to develop and construct a multipurpose senior center. The proposed senior center will be located in the H Street, N.E., corridor of Ward 6, a site to be selected in the near future.

The proposed senior center will provide a broad range of social and recreational services for the District's residents who are age 60 and over in areas where these services are not currently available. The services and activities that will be offered include: health screening, preventive health care, counseling, educational seminars and workshops, office space for six employees representing four programs (food stamps, Medicaid, Supplemental Security Income, and management staff), physical fitness, nutrition, transportation, tax assistance, intergenerational programming, arts and crafts and recreation.

OPERATING BUDGET IMPACT

Operating costs of the center are expected to be $300,000 and will be requested in the FY 1988 operating budget.

IMPACT ON COMMUNITY

This project will not displace homes or businesses by the development or construction of the senior center. Because of the small size of the project, it will have little economic impact on the District, except for construction jobs that will be created through the private sector. The senior center will have a great impact on the community because of additional resources and services for the elderly citizens in the area. The center will be located in an area that has easy access to public transportation.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

It is expected that the project will be supported by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The H Street senior center capital project consists of developing or constructing a freestanding, one-story, enclosed, slab on grade building that will include the following:

-- Accessible features for the handicapped;
-- Ramps;
-- Water fountains;
-- Bathrooms;
-- Multipurpose room with seating for 250 and a movable partition to create smaller rooms;
-- Barber shop;
-- Kitchen including equipment and dining area;
-- Classrooms for individual and group counseling, medical screening and educational workshops and seminars;
-- Beauty shop;
-- Office space for four separate programs;
-- Physical fitness gym;
-- Lounge;
-- Storage area;
-- Heating and air conditioning systems; and
-- Fire extinguishers and smoke detectors.

The building will blend architecturally with surrounding buildings in the area.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: OFFICE ON AGING (BY)

Project Name: Rock Creek Park Senior Center

Project Number: A08

Ward(s): 3

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: Area West of and adjacent to Rock Creek Park and including Foggy Bottom and Dupont Circle Area

Estimated Completion Date: 1989

Number of Square Feet: 4,000

Useful Life (Years): 30

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	. . .						. . .		. . .
Design	90						90		90
Project Management	60						60		60
Construction	750						750		750
Equipment	. . .						. . .		. . .
TOTAL AUTHORITY	900						900		900

Fiscal Year	Allocations of Expenditures Based on FY 1987 Total Capital Authority			
	General Fund	Bonds/Loans	Grants	Total
FY 1987		200		200
FY 1988		500		500
FY 1989		200		200
FY 1990		. . .		. . .
FY 1991		. . .		. . .
FY 1992		. . .		. . .
FY 1993		. . .		. . .
FY 1994		. . .		. . .
FY 1995		. . .		. . .
TOTAL		900		900

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☒
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code OFFICE ON AGING (BY)

Project Name	Project Number	Project Location
Rock Creek Park Senior Center	A08	West of and adjacent to Rock Creek Park and including Foggy Bottom and Dupont Circle area.

PROJECT JUSTIFICATION

The Office on Aging is requesting $900,000 in new authority in FY 1987 to develop and construct a multipurpose senior center. The proposed senior center will be located in the area west of and adjacent to Rock Creek Park and including Foggy Bottom and Dupont Circle area, a site to be selected in the near future.

The proposed senior center will provide a broad range of social and recreational services for the District's residents who are age 60 and over in areas where these services are not currently available. The services and activities that will be offered include: health screening, preventive health care, counseling, educational seminars and workshops, physical fitness and wellness, nutrition, transportation, tax assistance, intergenerational programming, arts and crafts and recreation.

OPERATING BUDGET IMPACT

Operating costs of the center are expected to be $300,000 and will be requested in the FY 1988 operating budget.

IMPACT ON COMMUNITY

This project will not displace homes or businesses by the development or construction of the senior center. Because of the small size of the project, it will have little economic impact on the District, except for construction jobs that will be created through the private sector. The senior center will have a great impact on the community because of additional resources and services for the elderly citizens in the area. The center will be located in an area that has easy access to public transportation.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

It is expected that the project will be supported by general obligation bonds issued by the District of Columbia.

SCOPE OF WORK

The Rock Creek Park senior center capital project consists of developing or constructing a freestanding, one-story, enclosed, slab on grade building that will include the following:

- Accessible features for the handicapped,
- Ramps;
- Water fountains;
- Bathrooms;
- Multipurpose room with seating for 250 and a movable partition to create smaller rooms;
- Barber shop;
- Kitchen including equipment and dining area;
- Classrooms for individual and group counseling, medical screening and educational workshops and seminars;
- Beauty shop;
- Office space for four separate programs,
- Physical fitness gym;
- Lounge;
- Storage area;
- Heating and air conditioning systems; and
- Fire extinguishers and smoke detectors.

The building will blend architecturally with surrounding buildings in the area.

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Mr. Chairman and members of the Committee:

The Office on Aging's Fiscal Year 1987 budget request underscores the Mayor's commitment to protecting and sustaining our elderly population. The requested appropriation is to fund the development and expansion of essential and life supporting programs to enable our elderly to live independently in their own homes, and to meet the growing demands of an aging population and their families for supervised care. Funding for special initiatives to address problematic areas for the elderly, to promote their well-being and to enable them to realize their full potential is requested in response to the changing needs of the District's growing elderly population and the Mayor's concern for our elderly's quality of life.

The D.C. Office on Aging plans, manages, and evaluates a comprehensive system of service for the vulnerable elderly and for those senior citizens who are socially or economically disadvantaged. Through a Senior Service Network, comprised of 40 community organizations, services are provided to those most in need. Coordination with other government and private agencies, advocacy for senior citizen concerns, and mobilization of resources in response to priority needs are also key functions of the Office.

The Office oversees the Washington Center for Aging Services, a skilled and intermediate care facility, the Washington Senior Wellness Center, and the Washington Elderly and Handicapped Transportation System. In addition, the Office operates a seniors citizens' discount buying program and provides job training and job placement for economically disadvantaged seniors who are at least 55 years old, and are residents of the District of Columbia.

The FY 1987 proposed budget of $10,350,000 does not include the uncertainties of reductions in federal funds brought about by the Gramm-Rudman-Hollings Balanced Budget Act. The President's proposed FY 1987 budget will reduce federal funds for programs serving the District's elderly by $169,502 in FY 1986 and FY 1987. These funds are vital to the well being of our vulnerable elderly and will be addressed through a possible supplemental budget request for FY 1987 when the exact impact is certain.

The FY 1987 appropriated request of $10,350,000 and 16 full-time positions represents a net increase of $2,685,000 and four continuing full time positions over the approved FY 1986 budget of $7,665,000 and 12 positions.

On the personal services side, the increase of $137,000 will cover the within-grade increases in the amount of $12,000, the FY 1987 pay adjustment of $18,000, and four new positions for nine months funding in FY 1987 in the amount of $107,000 to cope with the Office's workload that has more than doubled since FY 1983, and to strengthen the Office's planning, coordination, evaluation, and outreach capacity. The total cost for personal services is $570,000.

The FY 1987 request for non-personal services is $9,780,000 and this represents an increase of $2,548,000 over the FY 1986 approved non-personal services budget for the D.C. Office on Aging. This increase is requested to cover the following:

1. Operating expenses for the two multi-purpose senior centers in Wards 7 and 8 that were approved for construction/renovation in the FY

1986 capital budget ($600,000) and to strengthen programs in the existing senior centers (75,000).

2. Operating expenses for seven buses for the Washington Elderly and Handicapped Transportation System purchased with a grant from U.S. Department of Transportation and D.C. appropriated matching funds in FY 1985 and 1986 ($115,000).
3. Expansion of in-home health services ($1,350,000).
4. Five new nutrition sites ($100,000).
5. Inflationary costs associated with the services provided by subgrantees ($305,000).
6. Inflationary costs of communications ($3,000).

The non-personal services request also includes $275,000 in subsidies and transfers for the operation of the Washington Center for Aging Services.

Older persons in the District of Columbia are aging in place. The fastest growing segment of the population are persons who are 85 years and older. Programs and services provided by the Senior Service Network, and funded by the Office on Aging are targeted to those most in need: the old, old, the frail, the isolated, and the economically needy.

Mr. Chairman and Committee, this concludes my opening remarks. I will be happy to respond to you and to committee members about the FY 1987 proposed budget for the D.C. Office on Aging. I remain,

Yours Sincerely,

E. Veronica Pace

E. Veronica Pace
Executive Director
D.C. Office on Aging

We will take a recess now. I understand there is a quorum call followed by a five-minute break. We will break for 15 minutes.

[Recess.]

WEDNESDAY, MAY 21, 1986.

D.C. GENERAL HOSPITAL

WITNESSES

JAMES L. KUNEN, CHAIRMAN, D.C. GENERAL HOSPITAL COMMISSION
SHERMAN P. McCOY, ACTING EXECUTIVE DIRECTOR
DEV NARANG, DIRECTOR, FINANCIAL MANAGEMENT DIVISION
MICHAEL J. McDERMOTT, BUDGET DIRECTOR
LAWRENCE B. JOHNSON, M.D., MEDICAL DIRECTOR

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. GENERAL HOSPITAL PAYMENT (JC)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	43,100	...	45,500	...	48,350	...	50,930	...	+2,580
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	43,100	...	45,500	...	48,350	...	50,930	...	+2,580
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	...	43,100	...	45,500	...	48,350	...	50,930	...	+2,580
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

D.C. General Hospital (DCGH) was established under a commission appointed by the Mayor and confirmed by the District Council, pursuant to D.C. Law 1-134, the D.C. General Hospital Commission Act, as amended, effective May 13, 1977. As the District's only public hospital, D.C. General Hospital ensures high-quality health care for residents of the District in an atmosphere of dignity and respect, regardless of the patient's ability to pay. The hospital provides inpatient, outpatient, emergency, diagnostic, preventive, and rehabilitative services. As a significant part of the District government's overall health care program, the hospital is striving to integrate more fully its health care services with related services provided by other agencies.

The District goverment's financial support for the hospital has been vital in ensuring that no resident is refused care because of an inability to pay. To put that support on a fiscally sound and accountable basis, however, the hospital and the Mayor's office recently agreed to replace the negotiated lump-sum subsidy payment method used in the past with a new billing system. Under the new method, the District will provide reimbursement to the hospital for actual services provided to the indigent on a per-patient payment rate and for nonpatient care services rendered to other District agencies on a unit cost rate. In previous years, payment from the District government for such services was not related to the number of indigent patients using the hospital, nor was it based on detailed case-by-case information of actual services rendered.

This new billing system is intended to increase the hospital's productivity and contain rising costs. The system will identify losses from federal health-care programs and other third party payors. It is expected that those losses will be offset as much as possible by improved revenue collections and more adequate patient financial classification. The new billing system, with its attendant fiscal safeguards and detailed patient-care data, should aid the District and the hospital in attaining optimum use of resources.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. GENERAL HOSPITAL PAYMENT (JC)

In addition to the subsidy, the District government will also pay for other hospital expenses not reflected in the hospital's budget. These include debt service, water and sewer consumption, all judgments rendered against the hospital, and 50 percent of medicaid reimbursements paid to the hospital. Thus, for every dollar of health care provided by D.C. General, approximately two- thirds come from the general operating revenues of the District. The hospital's costs are consequently major determinants of the District's overall fiscal condition.

FINANCIAL SUMMARY

Appropriated Budget Request
The proposed funding level for D.C. General Hospital in FY 1987 is $50,930,000, an increase of $2,580,000 over FY 1986. The FY 1987 funding level is aimed at compensating D.C. General Hospital for the actual cost of indigent care, net of patient reimbursement, and for cost of providing nonpatient care services to District agencies. The subsidy payment will be adjusted as actual costs are determined. Full implementation of the billing system, currently on a trial basis in FY 1986, will be effective in FY 1987.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. GENERAL HOSPITAL PAYMENT (JC)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	Total Pos.	Amount
10	D.C. General Hospital Contribution	...	45,500	...	48,350	...	50,930	...	+2,580							...	50,930
	TOTAL AGENCY	...	45,500	...	48,350	...	50,930	...	+2,580							...	50,930
OBJECT CLASS DETAIL																	
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers		45,500		48,350		50,930		+2,580								50,930
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES		45,500		48,350		50,930		+2,580								50,930
	TOTAL AGENCY		45,500		48,350		50,930		+2,580								50,930
PERSONNEL SUMMARY																	
	Average CFT Employment									▨	▨	▨	▨	▨	▨		
	Average CFT Salary									▨	▨	▨	▨	▨	▨		
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY **1** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code D. C. GENERAL HOSPITAL (JC)

FY 1987 Capital Authority Request by Project Type	Number	Amount	FY 1987 Capital Authority Request by Project Objective	Number	Amount
Infrastructure			Restore Services		
Public Facilities			Enhance Services	1	325
Institutions	1	325	Expand Services		
Site Acquisition			Comply with Statute or Court Order		
Major Equipment			Stimulate Economic Development		
			Other		
TOTAL	1	325	TOTAL	1	325

AGENCY OVERVIEW

D.C. General Hospital operates under a commission created by D.C. Law 1-134, as amended, effective May 13, 1977. The purpose of the hospital is to maintain public health care facilities for those who cannot pay; to charge all users of the hospital, for the services rendered to them; and to that ensure the quality of care is equal to that available in the private sector.

The 500-bed hospital is the District's only public hospital, providing in-patient, out-patient, emergency, diagnostic, preventive, and rehabilitative services. The hospital serves as the comprehensive acute care hospital for federal and District government-support long-term care facilities and for individuals incarcerated by the D.C. Department of Corrections. The hospital also provides special out-patient services and in-patient care to patients referred by citywide ambulatory clinics operated by the D.C. Department of Human Services. The hospital's patient care equipment for the medical, surgical, and clinical areas constantly need replacement, reconstruction, and renovation.

The hospital is requesting authority for one project for the FY 1987 capital budget. This project is to retrofill transformers at a projected cost of $325,000. This project is urgently needed to lower health risks and minimize maintenance. The level of PCB contamination will be reduced and specific safety measures will be implemented through the project to reduce the possibility of the release of toxic materials in the event of an oil spillage or a fire involving a transformer.

The proposed project is part of the hosptial's capital plan to maintian services through the replacement of old, defective equipment.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2 CAP**

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JC)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Retrofill PCB Transformers 19th and Massachusetts Avenue, S.E. Washington, D. C. 20003	D46	6	1987	Site		...			...
				Design		33			33
				Project Management		26			26
				Construction		266			266
				Equipment		...			...
				TOTAL		325			325
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
TOTAL				Site		...			...
				Design		33			33
				Project Management		26			26
				Construction		266			266
				Equipment		...			...
				TOTAL		325			325

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JC)

Project Name Retrofill PCB Transformers	Project Number 046	Ward(s) 6	Project is: ☐ New Construction ☐ Renovation ☒ Repairs
Project Location 19th and Massachusetts, Avenue, S.E., Washington, D.C. 20003	Estimated Completion Date 1987	Number of Square Feet	Useful Life (Years) 3

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	33						33		33
Project Management	26						26		26
Construction	266						266		266
Equipment	...						...		...
TOTAL AUTHORITY	325						325		325

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		200		200
FY 1989		125		125
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		325	–	325

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☒
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code D. C. GENERAL HOSPITAL (JC)

Project Name: Retro-fill PCB Transformers

Project Number: D-46

Project Location: 19th and Massachusetts Avenue, S.E., Washington, D.C. 20003

PROJECT JUSTIFICATION

D.C. General Hospital (DCGH) is requesting $325,000 in new authority in FY 1987 to remove polychlorinated biphenyls (PCB) from hospital transformers. DCGH has a network of 21 transformers that supply power to the complex. Of these, 19 have been classified as either PCB or PCB-contaminated transformers. Federal Toxic Substance Control Act requires that all such transformers be removed from service and disposed.

Steps should also be taken to reduce the level of PCB contamination and to implement specific safety measures to reduce the possibility of the release of toxic materials in the event of an oil spillage or a fire involving one of these transformers. Additionally, each PCB transformer must be inspected at least once every three months and records kept on each inspection. Any leaks discovered during these inspections must be contained to prevent exposure to humans or the environment and cleanup of any spillage has to be initiated within 48 hours. The hospital will retrofill these transformers with new mineral oils to reduce the level of PCB contained in any transformer below 50 parts per million (ppm). This will allow all 19 transformers to be reclassified as non-PCB and will negate the necessity of all the special safety precautions and allow compliance with any federal or other regulations pertaining to PCB use. The estimated cost of accomplishing this project is $325,000.

OPERATING BUDGET IMPACT

This project will eliminate the potential expensive cost to clean up after a spill or fire that releases PCB-derived products into the environment. All these measures impact on the operating budget in terms of hours required for inspection; training and special equipment and materials required for handling and working around toxic materials; and special safety precautions that must be implemented to prevent any release of PCB into the atomsphere or the water.

IMPACT ON THE COMMUNITY

The project will impact on the community by removing dangerous materials from the environment.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

Each PCB contaminated transformer each will be treated to reduce its contamination level below 50 parts per million using the retrofill method. The transformers are to be flushed with new mineral oil and refilled with a non-PCB mineral oil. All waste oils and other contaminated wastes are to be disposed of in accordance with Environmental Protection Agency (EPA) regulations at an EPA-approved disposal facility. The tests and analyses required by EPA before reclassification of the transformers will be performed and PCB disposal reports will be filed by the hospital

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation		43,100		45,500		48,350		50,930		+ 2,580
	Federal Funds		128		104		121		121		...
	Private & Other Funds		44,333		45,583		49,537		52,624		+ 3,087
	SUBTOTAL EXPENDITURES		87,561		91,187		98,008		103,675		+ 5,667
	Intra-District Sales		2,868		3,032		2,842		2,150		- 692
	TOTAL EXPENDITURES		90,429		94,219		100,850		105,825		+ 4,975
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	2,115		2,068		2,115		2,115		...	
	Average CFT Salary	22		22		24		25		+ 1	
	Average All Other Employment	193		223		234		234		...	
	Total Full-Time Equivalent (FTE) Employment	2,308		2,291		2,349		2,349		...	
	Overtime & Other Pay – Full Time Equivalent (FTE)	153		173		174		174		...	
	Average Full-Time Equivalent Salary	27		28		29		30		+ 1	
CAPITAL BUDGET AUTHORITY*	Appropriation	9,028		1,000		2,123		325		-1,798	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	9,028		1,000		2,123		325		-1,798	

AGENCY OVERVIEW

The District of Columbia General Hospital is the District's only public hospital. The hospital ensures quality health care for residents of the District in an atmosphere of dignity and respect, regardless of the patient's ability to pay. The hospital provides in-patient, out-patient, emergency, diagnostic, preventive, and rehabilitative services. In addition, the 500-bed hospital serves as the comprehensive acute care hospital for federal and District government-supported long-term care facilities and for individuals incarcerated by the D.C. Department of Corrections. The hospital also provides special outpatient services and in-patient care to patients referred by citywide ambulatory clinics operated by the D.C. Department of Human Services. D.C. General is developing other services that meet the special needs of such groups as the elderly, adolescents, crippled and handicapped children, and substance abuse patients. To further meet the needs of the citizens of the District, the hospital provides expert emergency care and treatment for victims of violence.

Most of D.C. General's physicians are affiliated with Howard University and Georgetown University Medical schools. The hospital is a major teaching center for both medical and dental students and postgraduate physicians affiliated with these medical schools. The hospital also serves as a training site for nursing students and students in the allied health care professions, including physician assistants, physical and occupational therapists, social workers, radiologic technologists, and others. Through its university affiliations, the hospital conducts and participates in research programs to advance medical sciences and applications in clinical medicine.

The hospital's efforts to develop staff through continuing medical education programs and in-service education not only assure patients of quality health care, but attract and retain high-caliber personnel.

OB11/86.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

FUND: ENTERPRISE (401)
Name & Code

AGENCY: D.C. GENERAL HOSPITAL (JB)
Name & Code

D.C. General Hospital is operating under a commission appointed by the Mayor and confirmed by the District Council, pursuant to D.C. Law 1-134, as amended, effective May 13, 1977. The intent is to maintain public health care facilities for those who cannot pay; to charge all users of the hospital for services provided to them; and to ensure the quality of care is equal to that available in the private sector.

There has been a constant increase in the hospital's use over the last several years, which is shown in the following data:

	Actual		Forecast	
	FY 1984	FY 1985	FY 1986	FY 1987
Discharges	14,629	14,450	15,088	15,088
Average length of stay	8.7	8.7	8.7	8.7
Patient days	127,192	125,146	126,795	126,795
Outpatient visits	120,656	122,103	122,000	122,000
Emergency room	82,564	82,353	82,500	82,500
Deliveries	1,851	1,971	1,990	1,990
Ambulatory surgeries	12,620	13,969	15,000	15,000

Nonappropriated Budget Request

The FY 1987 expenditure budget request is $105,825,000 and 2,349 full-time equivalent positions, and increase of $4,975,000 and no change in full-time equivalent employees over the FY 1986 budget. The FY 1987 budget request also reflects the transfer of $50,930,000 from the D.C. General Hospital Subsidy (General Fund) to the D.C. General Hospital Enterprise Fund.

The personal services request is $71,580,000 and 2,349 full-time equivalent employees an increase of $3,780,000 over FY 1986. This increase includes $2,716,000 for the 4 percent pay adjustment, $676,000 for within grades, and $389,000 for increase in PCP detox service.

The nonpersonal services request is $34,245,000 a net increase of $1,195,000 over FY 1986. Major increases are $512,000 in supplies to cover price increases currently estimated at 10 percent for medical supplies and 6 percent for all other supplies; $185,000 in communications for the expected increase in telephone rates; and $556,000 in equipment and equipment rental to purchase critically needed equipment.

The hospital's revenue comes from two major sources. One is payment from third party payors such as Medicaid, Medicare, Blue Cross, commercial insurance and some from self-pay patients. The other is the subsidy from the District to pay for indigent patients and services to other District agencies.

Through a concerted effort at cost containment over the past several years, the hospital has lowered increases in expenditures from year to year. The hospital has also been agressive in pursuing projects that increase revenue generation. The following chart shows the effect of expenditure reductions.

	Actual	Budget	
(in millions)	FY 1985	FY 1986	FY 1987
Budget/actual			
Personal services	64.7	68.7	71.6
OTPS	29.5	32.8	34.2
Total	94.2	101.5	105.8
Less detox service		(1.4)	(1.5)
Total		100.1	104.3
% increase	6.8%	5.9%	4.2%
Revenue			
Hospital generated			
Patient care	47.5	49.9	51.7
Other	3.6	3.2	3.2
Total	51.1	53.1	[illegible].9
Subsidy	45.5	48.4	[illegible].9
Deficit/(surplus)	(2.4)-a	--	--
Budget/actual	94.2	101.5	105.8

a- Used to fund major capital equipment

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

PROGRAM IMPACTS

The requested appropriation will help to sustain the operation of the hospital for FY 1987 in serving the patient care needs of the citizens of the District.

The hospital plans to work with the District to develop the mechanism for lease of the out-patient pharmacy. In order for the hospital to get paid for the prescriptions filled at its outpatient pharmacy, it must have a duly licensed pharmacy for such purposes. Hospital based outpatient pharmacy is not licensed as an independent pharmacy and therefore not eligible for payments. Therefore, we believe that out-patient pharmacy at the hospital should be leased out to an independent contractor. The hospital currently pays and will continue to pay for prescriptions filled on behalf of the indigent patients. It is the third party patients for whom we can't bill and by leasing out the pharmacy we will be able to elimanate the loss, thus resulting in savings of $800,000.

The hospital has reduced its budget by $800,000 for out-patient pharmacy services. The hospital will contract the out-patient pharmacy to an outside firm. The hospital will pay the contractor for prescriptions filled for indigent patients. The contractor will bill and collect directly on behalf of patients with third party insurance. This arrangement will ensure the same level of service to all patients.

PROGRAM PERFORMANCE DATA

The significant program measures that are considered in operating the hospital include: discharges, average length of stay, out-patient visits, emergency room visits, number of beds, cost per discharge.

The following shows program performance data related to capacity as well as use:

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Discharges	14,629	14,450	15,088	15,088
Average cost per discharge	$ 4,644	$ 4,950	$ 5,107	$ 5,346
Percent increase	2.9%	6.6%	3.1%	4.5%
Hospital industry percent increase	7.5%	8.2%	8.9%	8.0%

D.C. General Hospital's average cost per discharge is substantially lower than the hospital industry, as a result of the significant strides the hospital has made in cost containment.

Discharges are the number of patients who have been discharged during the fiscal year. The discharges have increased since FY 1984. The number of patient days has decreased since FY 1982, because patients are staying for a shorter length of time. The hospital is serving more patients, which results in more discharges during the fiscal year. The hospital's revenue depends on efficient treatment in patient care and in timely discharges.

The cost per discharge has increased just an average of 4.4 percent per year, but the hospital industry has increased an average of 8.2 percent per year.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER		FY 1985 – FY 1987 EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales		Gross Expenditure Budget	
Code	Name	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	Total Pos.	Amount
1000	Executive Direction and Support	22	1,267	25	1,634	26	1,783	+ 1	+ 149							26	1,783
2000	Treatment Division	753	29,992	761	32,018	761	33,329	...	+1,311							761	33,329
3000	Nursing Services Division	730	22,080	767	23,431	767	24,663	...	+1,232							767	24,663
4000	Management Services Division	38	2,771	39	2,870	38	2,985	- 1	+ 115							38	2,985
5000	Operations Division	528	32,766	...	...	...	...	...	...							...	...
5000	Facilities & Engineering Division	...	...	300	17,126	300	17,434	...	+ 308							300	17,434
6000	Financial Management Division	168	4,500	166	4,680	166	4,942	...	+ 262							166	4,942
7000	Personnel & Manapower Division	52	843	44	976	44	1,024	...	+ 48							44	1,024
8000	Support Services Division	...	...	247	18,115	247	19,665	...	+1,550							247	19,665
	TOTAL AGENCY	2,291	94,219	2,349	100,850	2,349	105,825	...	+4,975							2,349	105,825
OBJECT CLASS DETAIL 11	Regular Pay		46,005		49,800		...		-49,800								...
12	Other Regular Pay		7,042		7,500		60,308		+52,808								60,308
13	Additional Gross Pay		5,755		4,100		4,535		+435								4,535
14	Fringe Benefits		5,864		6,400		6,737		+337								6,737
	TOTAL PERSONAL SERVICES		64,666		67,800		71,580		+3,780								71,580
20	Supplies		11,138		12,300		12,812		+512								12,812
30a	Energy		4,144		4,400		3,848		-552								3,848
30b	Communications		878		800		985		+185								985
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		10,628		12,500		12,994		+494								12,994
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		2,765		3,050		3,606		+556								3,606
	TOTAL NONPERSONAL SERVICES		29,553		33,050		34,245		+1,195								34,245
	TOTAL AGENCY		94,219		100,850		105,825		+4,975								105,825
PERSONNEL SUMMARY	Average CFT Employment		2,068		2,115		...		...	▨	▨	▨	▨	▨	▨		...
	Average CFT Salary		22		24		...		...	▨	▨	▨	▨	▨	▨		...
	Average All Other Employment		223		234		...		...								...
	Total FTE Employment		2,291		2,349		2,349		...								2,349
	Overtime & Other Pay FTE Employment		229		167		167		...								167
	Average FTE Salary		28		29		30		+ 1								30

OB11/85.1

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DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code EXECUTIVE DIRECTION AND SUPPORT (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible]	CFT Pos	Amount	CFT Pos	Amount
1001		OFFICE OF EXECUTIVE DIRECTOR														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	120							...	...	+4	...	+4
		c. Additional Gross Pay	13	...	4							...	...	...	...	...
		d. Fringe Benefits	14	...	11							...	...	+ 1	...	+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	111							...	...	+ 1	...	+ 1
		b. Fringe Benefits	14	...	11							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	23							...	...	+ 2	...	+ 2
		b. Other Services & Charges	40	...	433							...	...	+27	...	+27
		c. Equipment & Equipment Rental	70	...	37							...	...	+ 2	...	+ 2
		Subtotal Responsibility Center 1001										...	...	[+37]	...	[+37]
1003		OFFICE OF PLANNING														
		Increases														
	1.1	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	102							...	...	+4	...	+4
		c. Additional Gross Pay	13	...	1							...	...	...	...	...
		d. Fringe Benefits	14	...	10							...	...	+ 1	...	+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	102							...	...	+ 1	...	+ 1
		TOTAL CONTROL CENTER														

[illegible] *See Schedule No.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code EXECUTIVE DIRECTION AND SUPPORT (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible]	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	10							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	1							...	...	...	...	...
		b. Other Services & Charges	40	...	11							...	...	+ 1	...	+ 1
		c. Equipment & Equipment Rental	70	...	1							...	...	...	...	...
		Subtotal Responsibility Center										...	...	[+ 7]	...	[+ 7]
1004		OFFICE OF PUBLIC AFFAIRS AND MARKETING														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	167							...	...	+10	...	+10
		c. Additional Gross Pay	13	...	1							...	...	...	...	...
		d. Fringe Benefits	14	...	16							...	...	+ 1	...	+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	167							...	...	+ 3	...	+ 3
		b. Fringe Benefits	14	...	16							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	3							...	...	+ 1	...	+ 1
		b. Other Services & Charges	40	...	195							...	...	+13	...	+13
		c. Equipment & Equipment Rental	70	...	...							...	...	+ 1	...	+ 1
	7.	Redirections														
		Redirection in from Volunteer Services, which														
		activity is combined with Public Affairs and														
		Marketing														
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND (Name & Code): ENTERPRISE (401)
AGENCY (Name & Code): D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER (Name & Code): EXECUTIVE DIRECTION AND SUPPORT (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)*		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Other Regular Pay	12	...	73							...	...	...	...	...
		b. Fringe Benefits	14	...	7							...	...	...	...	...
		c. Supplies	20	...	2							...	...	...	...	...
		d. Other Services & Charges	40	...	8							...	...	...	...	...
		Subtotal Responsibility Center 1004										...	...	[+29]	...	[+29]
1005		OFFICE OF COMMISSION														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	48							...	...	+2	...	+2
		c. Additional Gross Pay	13	...	...							...	...	...	...	...
		d. Fringe Benefits	14	...	5							...	...	...	...	...
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	48							...	...	+ 1	...	+ 1
		b. Fringe Benefits	14	...	5							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	...							...	...	...	...	...
		b. Other Services & Charges	40	...	60							...	...	+ 4	...	+ 4
		c. Equipment & Equipment Rental	70	...	5							...	...	...	...	...
		Subtotal Responsibility Center 1005										...	...	[+ 7]	...	[+ 7]
1006		OFFICE OF THE DEPUTY EXECUTIVE DIRECTOR														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	...	...	...
		TOTAL CONTROL CENTER														

*See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code EXECUTIVE DIRECTION AND SUPPORT (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible]	CFT Pos	Amount	CFT Pos	Amount
		b. Other Regular Pay	12	...	155							...	...	+6	...	+6
		c. Additional Gross Pay	13	...	1							...	...	...	...	...
		d. Fringe Benefits	14	...	15							...	...	+ 1	...	+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	155							...	...	+ 2	...	+ 2
		b. Fringe Benefits	14	...	15							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	1							...	...	...	...	...
		b. Other Services & Charges	40	...	4							...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	1							...	...	...	...	...
		Subtotal Responsibility Center 1006										...	...	[+ 9]	...	[+ 9]
1007		OFFICE OF LEGAL LIAISON														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	73							...	...	+3	...	+3
		c. Additional Gross Pay	13	...	...							...	...	...	...	...
		d. Fringe Benefits	14	...	7							...	...	...	...	...
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	73							...	...	+ 1	...	+ 1
		b. Fringe Benefits	14	...	7							...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	1							...	...	...	...	...
		b. Other Services & Charges	40	...	8							...	...	+ 1	...	+ 1
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE (401)
AGENCY: D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: EXECUTIVE DIRECTION AND SUPPORT (10)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	Months Funded	FTE Pos.	Amount	FTE Pos	Amount
		c. Equipment & Equipment Rental	70	...	6			...	...			...	...	...	...	...
		Subtotal Responsibility Center 1007						...	...			...	...	[+ 5]	...	[+ 5]
1008		INTERNAL AUDIT OFFICE														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11					...	...			...	...		...	
		b. Other Regular Pay	12					...	...			...	...	+1	...	+1
		c. Additional Gross Pay	13					...	...			...	...	...	...	...
		d. Fringe Benefits	14					...	...			...	...	+ 1	...	+ 1
	2.1	Increase for within grades														
		a. Regular Pay	12					...	...			...	...	+ 1	...	+ 1
		b. Fringe Benefits	14					...	...			...	...	...	...	...
	3.1	Increase for price increases														
		a. Supplies	20	...	...			...	...			...	...	...	...	...
		b. Other Services & Charges	40	...	...			...	...			...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	...			...	...			...	...	...	...	...
	7.1	Redirections														
		Redirection in for Internal Audit Office from														
		Management Services Division														
		a. Regular Pay	12		...			...	+ 45			...	...	...	...	+45
		b. Fringe Benefits	14		...			...	+ 6			...	...	...	...	+ 6
		c. Supplies	20		...			...	+ 1			...	...	...	...	+ 1
		Subtotal Responsibility Center 1008			...			...	[+ 52]			...	...	[+ 3]	...	[+55]
		TOTAL CONTROL CENTER						...	+52			...	...	+97	...	+149

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)   AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)   CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2001		MEDICAL DIRECTOR														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	536							...	...	+21	...	+21
		c. Additional Gross Pay	13	...	4							...	...	+ 1	...	+ 1
		d. Fringe Benefits	14	...	58							...	...	+ 3	...	+ 3
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	536							...	...	+ 6	...	+ 6
		b. Fringe Benefits	14	...	58							...	...	+ 1	...	+ 1
	3.2	Increase for price increases														
		a. Supplies	20	...	14							...	...	+ 1	...	+ 1
		b. Other Services & Charges	40	...	327							...	...	+20	...	+20
		c. Equipment & Equipment Rental	70	...	25							...	...	+ 1	...	+ 1
		Subtotal Responsibility Center 2001										...	...	[+54]	...	[+54]
2002		HOWARD MEDICAL SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	2,621							...	...	+76	...	+76
		c. Additional Gross Pay	13	...	18							...	...	+18	...	+18
		d. Fringe Benefits	14	...	294							...	...	+10	...	+10
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	2,621							...	...	+ 9	...	+ 9
		TOTAL CONTROL CENTER														

*See Schedule 6c.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	294							...	...	+ 4	...	+ 4
	3.2	Increase for price increases														
		a. Supplies	20	...	22							...	...	+ 2	...	+ 2
		b. Other Services & Charges	40	...	...							...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	4							...	...	...	...	...
		Subtotal Responsibility Center 2002										...	...	[+119]	...	[+119]
2003		GEORGETOWN MEDICAL SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	1,983							...	...	81	...	81
		c. Additional Gross Pay	13	...	25							...	...	+24	...	+24
		d. Fringe Benefits	14	...	222							...	...	+10	...	+10
	2.2	Increase for within grades														
		a.	12	...	1,983							...	...	+11	...	+11
		b. Fringe Benefits	14	...	222							...	...	+ 3	...	+ 3
	3.2	Increase for price increases														
		a. Supplies	20	...	10							...	...	+ 1	...	+ 1
		b. Other Services & Charges	40	...	161							...	...	+10	...	+10
		c. Equipment & Equipment Rental	70	...	3							...	...	...	...	...
		Subtotal Responsibility Center 2003										...	...	[+140]	...	[+140]
2004		SURGICAL SERVICES														
		Increases														
	1.2	Increase for FY 1987 pay adjustment														
		TOTAL CONTROL CENTER														

0B11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: ENTERPRISE (401)

AGENCY: Name & Code: D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code: TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	2,554							...	...	79	...	79
		c. Additional Gross Pay	13	...	29							...	...	+36	...	+36
		d. Fringe Benefits	14	...	286							...	...	+11	...	+11
	2.2	Increase for within grades														
		a.	12	...	2,554							...	...	+13	...	+13
		b. Fringe Benefits	14	...	286							...	...	+ 3	...	+ 3
	3.2	Increase for price increases														
		a. Supplies	20	...	88							...	...	+10	...	+10
		b. Other Services & Charges	40	...	295							...	...	+18	...	+18
		c. Equipment & Equipment Rental	70	...	5							...	...	+ 1	...	+ 1
		Subtotal Responsibility Center 2004										...	...	[+171]	...	[+171]
2006		OBSTETRICS/GYNECOLOGY SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	866							...	...	+28	...	+28
		c. Additional Gross Pay	13	...	8							...	...	+ 9	...	+ 9
		d. Fringe Benefits	14	...	97							...	...	+ 4	...	+ 4
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	866							...	...	+ 7	...	+ 7
		b. Fringe Benefits	14	...	97							...	...	+ 1	...	+ 1
	3.2	Increase for price increases														
		a. Supplies	20	...	23							...	...	+ 2	...	+ 2
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Services & Charges	40	...	178							...	...	+11	...	+11
		c. Equipment & Equipment Rental	70	...	6							...	...	...	...	...
		Subtotal Responsibility Center 2006										...	...	[+62]	...	[+62]
2007		PEDIATRICS SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	1,220							...	...	+49	...	+49
		c. Additional Gross Pay	13	...	10							...	...	+12	...	+12
		d. Fringe Benefits	14	...	137							...	...	+ 6	...	+ 6
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	1,220							...	...	+ 9	...	+ 9
		b. Fringe Benefits	14	...	137							...	...	+ 2	...	+ 2
	3.2	Increase for price increases														
		a. Supplies	20	...	14							...	...	+ 2	...	+ 2
		b. Other Services & Charges	40	...	4							...	...	...	...	...
		c. Equipment & Equipemnt Rental	70	...	3							...	...	...	...	...
		Subtotal Responsibility Center 2007										...	...	[+80]	...	[+80]
2013		NEUROLOGY SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	354							...	...	+15	...	+15
		c. Additional Gross Pay	13	...	3							...	...	+ 1	...	+ 1
		TOTAL CONTROL CENTER														

DB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		d. Fringe Benefits	14	...	28							...	...	+ 1	...	+ 1
	2.2	Increase for within grades														
		a. Regular Pay	12	...	354							...	...	+ 3	...	+ 3
		b. Fringe Benefits	14	...	28							...	...	...	...	...
	3.2	Increase for price increases														
		a. Supplies	20	...	15							...	...	+ 1	...	+ 1
		b. Other Services & Charges	40	...	...							...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	...							...	...	...	...	...
		Subtotal Responsibility Center 2013										...	...	[+21]	...	[+21]
2015		DENTAL SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	616							...	...	+16	...	+16
		c. Additional Gross Pay	13	...	8							...	...	+ 2	...	+ 2
		d. Fringe Benefits	14	...	69							...	...	+ 3	...	+ 3
	2.2	Increase for within grades														
		a. Regular Pay	12	...	616							...	...	+ 3	...	+ 3
		b. Fringe Benefits	14	...	69							...	...	...	...	...
	3.2	Increase for price increases														
		a. Supplies	20	...	12							...	...	+ 1	...	+ 1
		b. Other Services & Charges	40	...	29							...	...	+ 2	...	+ 2
		c. Equipment & Equipment Rental	70	...	2							...	...	...	...	...
		Subtotal Responsibility Center 2015										...	...	[+27]	...	[+27]
		TOTAL CONTROL CENTER														

OB11/83.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2016		ANESTHESIOLOGY SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	1,145							...	...	+45	...	+45
		c. Additional Gross Pay	13	...	46							...	...	...	...	...
		d. Fringe Benefits	14	...	128							...	...	+ 5	...	+ 5
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	1,145							...	...	+14	...	+14
		b. Fringe Benefits	14	...	128							...	...	+ 2	...	+ 2
	3.2	Increase for price increases														
		a. Supplies	20	...	81							...	...	+ 5	...	+ 5
		b. Other Services & Charges	40	...	...							...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	...							...	...	...	...	...
		Subtotal Responsibility Center 2016										...	...	[+71]	...	[+71]
2017		PATHOLOGY AND LAB SERVICES														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	2,797							...	...	+68	...	+68
		c. Additional Gross Pay	13	...	137							...	...	+ 6	...	+ 6
		d. Fringe Benefits	14	...	316							...	...	+12	...	+12
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	2,797							...	...	+33	...	+33
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE (401)
AGENCY: D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: TREATMENT DIVISION (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	316							...	...	+ 4	...	+ 4
	3.2	Increase for price increases														
		a. Supplies	20	...	872							...	...	+91	...	+91
		b. Other Services & Charges	40	...	487							...	...	+30	...	+30
		c. Equipment & Equipment Rental	70	...	125							...	...	+9	...	+9
		Subtotal Responsibility Center 2017										...	...	[+253]	...	[+253]
2018		RADIOLOGY SERVICE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...		...	
		b. Other Regular Pay	12	...	1,642							...	...	+65	...	+65
		c. Additional Gross Pay	13	...	157							...	...	+ 6	...	+ 6
		d. Fringe Benefits	14	...	184							...	...	+ 7	...	+ 7
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	1,642							...	...	+18	...	+18
		b. Fringe Benefits	14	...	184							...	...	+ 2	...	+ 2
	3.2	Increase for price increases														
		a. Supplies	20	...	307							...	...	+24	...	+24
		b. Other Services & Charges	40	...	76							...	...	+ 5	...	+ 5
		c. Equipment & Equipment Rental	70	...	473							...	...	+28	...	+28
		Subtotal Responsibility Center 2018										...	...	[+155]	...	[+155]
2019		PHYSICAL MEDICINE AND REHABILITATION SERVICES														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		TOTAL CONTROL CENTER														

*See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	493							...	...	+20	...	+20
		c. Additional Gross Pay	13	...	1							...	...	+ 1	...	+ 1
		d. Fringe Benefits	14	...	55							...	...	+ 2	...	+ 2
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	493							...	...	+ 6	...	+ 6
		b. Fringe Benefits	14	...	55							...	...	+ 1	...	+ 1
	3.2	Increase for price increases														
		a. Supplies	20	...	11							...	...	...	...	...
		b. Other Services & Charges	40	...	40							...	...	+ 2	...	+ 2
		c. Equipment & Equipment Rental	70	...	2							...	...	...	...	...
		Subtotal Responsibility Center 2019										...	...	[+32]	...	[+32]
2021		PULMONARY														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	355							...	...	+14	...	+14
		c. Additional Gross Pay	13	...	57							...	...	...	...	...
		d. Fringe Benefits	14	...	40							...	...	+ 2	...	+ 2
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	355							...	...	+ 2	...	+ 2
		b. Fringe Benefits	14	...	40							...	...	...	...	...
	3.2	Increase for price increases														
		a. Supplies	20	...	145							...	...	+14	...	+14
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Services & Charges	40	...	...							...	...	...	...	...
		c. Equipment & Equipment Rental	70	...	3							...	...	...	...	...
		Subtotal Responsibility Center 2021										...	...	[+32]	...	[+32]
2023		COMMUNITY HEALTH AND AMBULATORY CARE														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	2,412							...	...	+104	...	+104
		c. Additional Gross Pay	13	...	127							...	...	+ 6	...	+ 6
		d. Fringe Benefits	14	...	271							...	...	+11	...	+11
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	2,412							...	...	+28	...	+28
		b. Fringe Benefits	14	...	271							...	...	+ 3	...	+ 3
	3.2	Increase for price increases														
		a. Supplies	20	...	31							...	...	+ 3	...	+ 3
		b. Other Services & Charges	40	...	173							...	...	+20	...	+20
		c. Equipment & Equipment Rental	70	...	21							...	...	+ 1	...	+ 1
		Subtotal Responsibility Center 2023										...	...	[+176]	...	[+176]
2024		PSYCHIATRY SERVICES														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...							...	...	...	...	...
		b. Other Regular Pay	12	...	542							...	...	+27	...	+27
		c. Additional Gross Pay	13	...	61							...	...	+ 3	...	+ 3
		TOTAL CONTROL CENTER														

(9811/85 1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT **FY 87** OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401) AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB) CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		d. Fringe Benefits	14	...	45									+ 1		+ 1
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	542									+ 2		+ 2
		b. Fringe Benefits	14	...	45									...		...
	3.2	Increase for price increases														
		a. Supplies	20	...	181									+18		+18
		b. Other Services & Charges	40	...	505									+30		+30
		c. Equipment & Equipment Rental	70	...	12									+ 1		+ 1
	5.1	Increase for Detox(PCP) Service														
		a. Other Regular Pay	12											+198		+198
		b. Additional Gross Pay	13											+191		+191
		Subtotal Responsibility Center 2024												[+471]		[+471]
2025		CATHETERIZATION LABORATORY														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	224									+9		+9
		c. Additional Gross Pay	13	...	4									+ 3		+ 3
		d. Fringe Benefits	14	...	25									+ 1		+ 1
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	224									+ 3		+ 3
		b. Fringe Benefits	14	...	25									...		...
	3.2	Increase for price increases														
		a. Supplies	20	...	124									+ 8		+ 8
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: ENTERPRISE (401)
AGENCY: Name & Code: D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code: TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 2025												[+24]		[+24]
2026		DIAGNOSTIC CENTER														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	44									+2		+2
		c. Additional Gross Pay	13	...	3									...		...
		d. Fringe Benefits	14	...	5									...		...
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	44									...		...
		b. Fringe Benefits	14	...	5									...		...
	3.2	Increase for price increases														
		a. Supplies	20	...	9									+ 1		+ 1
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 2026												[+ 3]		[+ 3]
2029		PHARMACY														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	832									+33		+33
		c. Additional Gross Pay	13	...	75									+ 3		+ 3
		TOTAL CONTROL CENTER	▨	▨	▨											

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1988–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		d. Fringe Benefits	14	...	93									+ 4		+ 4
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	832									+10		+10
		b. Fringe Benefits	14	...	93									+ 1		+ 1
	3.2	Increase for price increases														
		a. Supplies	20	...	456									+62		+62
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
	6.1	**Base Reductions**														
		Reduction for contract of outpatient pharmacy														
		a. Supplies	20	...	...		-560									-560
		b. Other Services & Charges	40	...	...		-275									-275
		Subtotal Responsibility Center 2029					[-835]							[+113]		[-722]
2030		MEDICAL RECORDS														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	922									+37		+37
		c. Additional Gross Pay	13	...	80									+ 4		+ 4
		d. Fringe Benefits	14	...	103									+ 4		+ 4
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	922									+11		+11
		b. Fringe Benefits	14	...	103									+ 1		+ 1
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	3.2	Increase for price increases														
		a. Supplies	20	...	56									+ 3		+ 3
		b. Other Services & Charges	40	...	72									+ 4		+ 4
		c. Equipment & Equipment Rental	70	...	21									+ 1		+ 1
		Subtotal Responsibility Center 2030												[+65]		[+65]
2031		MEDICAL LIBRARY														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	87									+3		+3
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	10									...		...
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	87									+ 1		+ 1
		b. Fringe Benefits	14	...	10									...		...
	3.2	Increase for price increases														
		a. Supplies	20	...	51									+ 3		+ 3
		b. Other Services & Charges	40	...	10									+ 2		+ 2
		c. Equipment & Equipment Rental	70	...	39									+ 2		+ 2
		Subtotal Responsibility Center 2031												[+11]		[+11]
2032		SOCIAL SERVICES														
		Increases														
	1.2	Increase for FY 1987 pay adjustments														
		a. Other Regular Pay	11	...	...									...		...
		TOTAL CONTROL CENTER		▨	▨											

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code TREATMENT DIVISION (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Regular Pay	12	...	1,133									+45		+45
		c. Additional Gross Pay	13	...	16									...		...
		d. Fringe Benefits	14	...	127									+ 5		+ 5
	2.2	Increase for within grades														
		a. Other Regular Pay	12	...	1,133									+13		+13
		b. Fringe Benefits	14	...	127									+ 2		+ 2
	3.2	Increase for price increases														
		a. Supplies	20	...	1									...		...
		b. Other Services & Charges	40	...	8									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	3									...		...
		Subtotal Responsibility Center 2032												[+66]		[+66]
		TOTAL CONTROL CENTER					-835							+2,146		+1,311

*See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: ENTERPRISE (401)

AGENCY: Name & Code: D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code: NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3021		NURSING DIRECTOR'S BRANCH														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									+70		+70
		b. Other Regular Pay	12	...	1,196									+ 1		+ 1
		c. Additional Gross Pay	13	...	78									+ 5		+ 5
		d. Fringe Benefits	14	...	145									+ 9		+ 9
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	1,196									+21		+21
		b. Fringe Benefits	14	...	145									+ 3		+ 3
	3.3	Increase for price increases														
		a. Supplies	20	...	23									+ 1		+ 1
		b. Other Services & Charges	40	...	1,839									+111		+111
		c. Equipment & Equipment Rental	70	...	...									+ 2		+ 2
		Subtotal Responsibility Center 3021												[+223]		[+223]
3022		NURSING SERVICE EDUCATION														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	317									+13		+13
		c. Additional Gross Pay	13	...	2									...		...
		d. Fringe Benefits	14	...	34									+ 1		+ 1
		TOTAL CONTROL CENTER														

0611/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE (401)
AGENCY: D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	317									+ 4		+ 4
		b. Fringe Benefits	14	...	34									...		...
	3.3	Increase for price increases														
		a. Supplies	20	...	8									...		...
		b. Other Services & Charges	40	...	137									+ 8		+ 8
		c. Equipment & Equipment Rental	70	...	5									...		...
		Subtotal Responsibility Center 3022												[+26]		[+26]
3023		AMBULATORY NURSING BRANCH														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	1,569									+63		+63
		c. Additional Gross Pay	13	...	85									+ 3		+ 3
		d. Fringe Benefits	14	...	175									+ 7		+ 7
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	1,569									+19		+19
		b. Fringe Benefits	14	...	175									+ 2		+ 2
	3.3	Increase for price increases														
		a. Supplies	20	...	79									+ 9		+ 9
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		TOTAL CONTROL CENTER														

OBII/JB.1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Subtotal Responsibility Center 3023												[+103]		[+103]
3024		MEDICAL NURSING BRANCH														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	3,382									+131		+131
		c. Additional Gross Pay	13	...	413									+ 17		+ 17
		d. Fringe Benefits	14	...	368									+ 15		+ 15
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	3,382									+ 39		+ 39
		b. Fringe Benefits	14	...	368									+ 4		+ 4
	3.3	Increase for price increases														
		a. Supplies	20	...	13									+ 2		+ 2
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 3024												[+208]		[+208]
3025		SURGICAL NURSING BRANCH														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	2,529									+98		+98
		c. Additional Gross Pay	13	...	335									+ 13		+ 13
		d. Fringe Benefits	14	...	274									+ 11		+ 11
		TOTAL CONTROL CENTER														

0611/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	2,529									+ 29		+ 29
		b. Fringe Benefits	14	...	274									+ 3		+ 3
	3.3	Increase for price increases														
		a. Supplies	20	...	13									+ 2		+ 2
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 3025												[+156]		[+156]
3026		SPECIAL CARE NURSING BRANCH														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	1,955									+79		+79
		c. Additional Gross Pay	13	...	202									+ 8		+ 8
		d. Fringe Benefits	14	...	221									+ 9		+ 9
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	1,955									+ 23		+ 23
		b. Fringe Benefits	14	...	221									+ 3		+ 3
	3.3	Increase for price increases														
		a. Supplies	20	...	66									+ 7		+ 7
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 3026												[+129]		[+129]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (40¹)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3027		PSYCHIATRIC NURSING														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	881									+35		+35
		c. Additional Gross Pay	13	...	101									+ 5		+ 5
		d. Fringe Benefits	14	...	97									+ 4		+ 4
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	881									+ 11		+ 11
		b. Fringe Benefits	14	...	97									+ 1		+ 1
	3.3	Increase for price increases														
		a. Supplies	20	...	7									...		...
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...											
		Subtotal Responsibility Center 3027												[+ 56]		[+56]
3031		MATERNAL AND CHILD HEALTH NURSING														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	3,939									+158		+158
		c. Additional Gross Pay	13	...	495									+ 20		+ 20
		d. Fringe Benefits	14	...	431									+ 17		+ 17
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	3,939									+ 46		+ 46
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL

CONTROL CENTER: Name & Code NURSING SERVICES DIVISION (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	431									+ 5		+ 5
	3.3	Increase for price increases														
		a. Supplies	20	...	35									+ 3		+ 3
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 3031												[+249]		[+249]
3032		SURGICAL SUITES														
		Increases														
	1.3	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	850									+34		+34
		c. Additional Gross Pay	13	...	119									+ 5		+ 5
		d. Fringe Benefits	14	...	93									+ 4		+ 4
	2.3	Increase for within grades														
		a. Other Regular Pay	12	...	850									+ 10		+ 10
		b. Fringe Benefits	14	...	93									+ 1		+ 1
	3.3	Increase for price increases														
		a. Supplies	20	...	259									+ 28		+ 28
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 3032												[+ 82]		[+82]
		TOTAL CONTROL CENTER												+1,232		+1,232

(8/11/85.) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401) AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB) CONTROL CENTER: Name & Code MANAGEMENT SERVICES DIVISION (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
4001		DIRECTOR OF MANAGEMENT SERVICES														
	7.	Redirections														
		Redirection out of Special Projects and Analyses														
		to separate activity.														
		a. Regular Pay	11	...	...				...							...
		b. Other Regular Pay	12	...	...				-158							-158
		c. Fringe Benefits	14	...	...				- 17							- 17
		d. Supplies	20	...	...				- 2							- 2
		e. Other Services & Charges	40	...	...				- 21							- 21
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	77									+ 4		+ 4
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	8									...		...
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	77									+ 1		+ 1
		b. Fringe Benefits	14	...	8									...		...
		Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Other Services & Charges	40	...	28									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 4001							[-198]					[+ 6]		[-192]
		TOTAL CONTROL CENTER		▨	▨											

[illegible] *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: ENTERPRISE (401)
AGENCY: Name & Code: D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code: MANAGEMENT SERVICES DIVISION (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986—FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
4002		MANAGEMENT ASSISTANCE AND REVIEW														
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	140									+ 6		+ 6
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	15									+ 1		+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	140									+ 2		+ 2
		b. Fringe Benefits	14	...	15									...		...
	3.1	Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Other Services & Charges	40	...	10									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 4002												[+ 10]		[+ 10]
4003		MANAGEMENT INFORMATION SYSTEMS														
		Increases														
	1.1	Increase for FY 1987 adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	465									+ 21		+ 21
		c. Additional Gross Pay	13	...	42									+ 2		+ 2
		d. Fringe Benefits	14	...	50									+ 2		+ 2
	2.1	Increase for within grades														
		a. Regular Pay	12	...	465									+ 6		+ 6
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code MANAGEMENT SERVICES DIVISION (40)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	50									+ 1		+ 1
	3.1	Increase for price increase														
		a. Supplies	20	...	3									...		...
		b. Other Services & Charges	40	...	1,661									+100		+100
		c. Equipment & Equipment Rental	70	...	3									+ 1		+ 1
		Subtotal Responsibility Center 4003												[+133]		[+133]
4004		DOCUMENTATION MANAGEMENT														
		Increases														
	1.1	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	119									+ 5		+ 5
		c. Additional Gross Pay	13	...	4									...		...
		d. Fringe Benefits	14	...	13									+ 1		+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	119									+ 1		+ 1
		b. Fringe Benefits	14	...	13									...		...
	3.1	Increase for price inreases														
		a. Supplies	20	...	12									+ 1		+ 1
		b. Other Services & Charges	40	...	2									...		...
		c. Equipment & Equipment Rental	70	...	7									...		...
		Subtotal Responsibility Center 4004												[+ 8]		[+ 8]
4005		INTERNAL AUDIT OFFICE														
	7.2	Redirections														
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code MANAGEMENT SERVICES DIVISION (40)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Redirection out for Internal Audit Office to														
		Executive Direction and Support														
		a. Regular Pay	12	...	...				- 45							- 45
		b. Fringe Benefits	14	...	...				- 6							- 6
		c. Supplies	20	...	...				- 1							- 1
		Subtotal Responsibility Center 4005							[- 52]							[- 52]
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	...									...		...
		c. Additional Gross Pay	13	...	...									...		...
		d. Fringe Benefits	14	...	...									...		...
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	...									...		...
		b. Fringe Benefits	14	...	...									...		...
	3.1	Increase for price increases														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	...									...		...
	-	c. Equipment & Equipment Rental	70	...	...									...		...
4006		SPECIAL PROJECT AND ANALYSIS														
	7.	Redirections														
		Redirections in from Director Management														
		Services														
		a. Regular Pay	11	...	...				...							...
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code MANAGEMENT SERVICES DIVISION (401)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		b. Other Regular Pay	12	...	...				+158							+158
		c. Fringe Benefits	14	...	...				+ 17							+ 17
		d. Supplies	20	...	...				+ 2							+ 2
		e. Other Services & Charges	40	...	...				+ 21							+ 21
		Increases														
	1.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	157									+ 6		+ 6
		c. Additional Gross Pay	13	...	2									...		...
		d. Fringe Benefits	14	...	17									+ 1		+ 1
	2.1	Increase for within grades														
		a. Other Regular Pay	12	...	157									+ 2		+ 2
		b. Fringe Benefits	14	...	17									...		...
	3.1	Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Other Services & Charges	40	...	21									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 4006							[+198]					[+ 10]		[+208]
		TOTAL CONTROL CENTER		▨	▨				- 52					+167		+115

G811/85.1 *See Schedule 4c.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FACILITIES AND ENGINEERING DIVISION (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
5001		OFFICE OF THE DIRECTOR														
		Increases														
	1. 5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	86									+4		+4
		c. Additional Gross Pay	13	...	...									...		...
		d. Fringe Benefits	14	...	9									+ 1		+ 1
	2. 5	Increase for within grades														
		a. Other Regular Pay	12	...	86									+ 1		+ 1
		b. Fringe Benefits	14	...	9									...		...
	3. 5	Increase for price increases														
		a. Supplies	20	...	...									+ 2		+ 2
		b. Other Services & Charges	40	...	104									+ 6		+ 6
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 5001												[+14]		[+14]
5002		COMMUNICATIONS BRANCH														
		Increases														
	1.5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	368									+16		+16
		c. Additional Gross Pay	13	...	35									+ 1		+ 1
		d. Fringe Benefits	14	...	41									+ 2		+ 2
	2. 5	Increase for within grades														
		a. Other Regular Pay	12	...	368									+ 4		+ 4
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FACILITIES AND ENGINEERING DIVISION (50)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	41									...		...
	3.5	Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Communications	30b	...	744									...		...
		c. Other Services & Charges	40	...	3									+45		+45
		d. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 5002												[+68]		[+68]
5003		FACILITIES MAINTENANCE BRANCH														
		Increases														
	1.5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	1,726									+58		+58
		c. Additional Gross Pay	13	...	108									+ 4		+ 4
		d. Fringe Benefits	14	...	193									+ 8		+ 8
	2.5	Increase for within grades														
		a. Other Regular Pay	12	...	1,726									+16		+16
		b. Fringe Benefits	14	...	193									+ 2		+ 2
	3.5	Increase for price increases														
		a. Supplies	20	...	782									+47		+47
		b. Energy	30a	...	4,137									+245		+245
		c. Other Services & Charges	40	...	1,943									+117		+117
		d. Equipment & Equipment Rental	70	...	11									+ 1		+ 1
	4.1	Increase for telephone rates	30b	...	744									+185		+185
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code FACILITIES AND ENGINEERING DIVISION (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available CFT Pos	Base Available Amount	Base Reductions (-) CFT Pos	Base Reductions (-) Amount	Redirections In/Out (+/-) CFT Pos	Redirections In/Out (+/-) Amount	Transfers In/Out (+/-) CFT Pos	Transfers In/Out (+/-) Amount	Increases (+) Months Funded	Increases (+) CFT Pos.	Increases (+) Amount	FY 1986 - FY 1987 Net Adjustment (+/-) CFT Pos	FY 1986 - FY 1987 Net Adjustment (+/-) Amount
		Base Reductions														
	6.2	Reduction of fuel oil in supply of														
		steam to the jail	30a	...	...		-800									-800
		Subtotal Responsibility Center 5003					[-800]							[+683]		[-117]
5004		Facilities Development														
		Increases														
	1.5	Increases for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	428									+17		+17
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	48									+ 2		+ 2
	2.5	Increase for within grades			:											
		a. Other Regular Pay	12	...	428									+ 5		+ 5
		b. Fringe Benefits	14	...	48									+ 1		+ 1
	3.5	Increase for price increases														
		a. Supplies	20	...	10									...		...
		b. Other Services & Charges	40	...	945									+ 57		+57
		c. Equipment & Equipment Rental	70	...	1									...		...
		Subtotal Responsibility Center 5004												[+ 82]		[+82]
5005		Bio-Medical Branch														
		Increases														
	1.5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	208									+.8		+.8
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FACILITIES AND ENGINEERING DIVISION (50)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	23									+ 1		+ 1
	2. 5	Increase for within grades														
		a. Other Regular Pay	12	...	208									+ 2		+ 2
		b. Fringe Benefits	14	...	23									...		...
	3. 5	Increase for price increases														
		a. Supplies	20	...	110									+ 7		+7
		b. Other Services & Charges	40	...	683									+41		+41
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 5005												[+59]		[+59]
5007		Housekeeping Branch														
		Increases														
	1. 5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	2,344									+94		+94
		c. Additional Gross Pay	13	...	190									+ 7		+ 7
		d. Fringe Benefits	14	...	263									+11		+11
	2. 5	Increase for within grades														
		a. Other Regular Pay	12	...	2,344									+28		+28
		b. Fringe Benefits	14	...	263									+ 3		+ 3
	3. 5	Increase for price increases														
		a. Supplies	20	...	57									+ 3		+3
		b. Other Services & Charges	40	...	15									...		...
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FACILITIES AND ENGINEERING DIVISION (50)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
														...		...
		c. Equipment & Equipment Rental	70	...	8									...		...
		Subtotal Responsibility Center 5007												[+146]		[+146]
5008		Safety and Security Branch														
		Increases														
	1.5	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	890									+36		+36
		c. Additional Gross Pay	13	...	69									+ 3		+ 3
		d. Fringe Benefits	14	...	100									+ 4		+ 4
	2.5	Increase for within grades														
		a. Other Regular Pay	12	...	890									+ 11		+11
		b. Fringe Benefits	14	...	100									+ 1		+ 1
	3.5	Increase for price increases														
		a. Supplies	20	...	6									...		...
		b. Other Services & Charges	40	...	21									+ 1		+1
		c. Equipment & Equipment Rental	70	...	8									...		...
		Subtotal Responsibility Center 5008												[+ 56]		[+56]
		TOTAL CONTROL CENTER												+1,108		+308

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FINANCIAL MANAGEMENT DIVISION (60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
6001		OFFICE OF THE DIRECTOR														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	111									+4		+4
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	12									+ 1		+ 1
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	111									+ 1		+ 1
		b. Fringe Benefits	14	...	12									...		...
	3.6	Increase for price increases														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	48									+ 4		+ 4
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 6001												[+10]		[+10]
6002		OFFICE OF THE DEPUTY DIRECTOR														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	166									+6		+6
		c. Additional Gross Pay	13	...	2									...		...
		d. Fringe Benefits	14	...	19									+ 1		+ 1
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	166									+ 2		+ 2
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FINANCIAL MANAGEMENT DIVISION

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986—FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	19									...		...
	3.6	Increase for price increases														
		a. Supplies	20	...	1									...		...
		b. Other Services & Charges	40	...	7									+ 2		+ 2
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 6002												[+11]		[+11]
6005		ACCOUNTING BRANCH														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	456									+18		+18
		c. Additional Gross Pay	13	...	14									+ 1		+ 1
		d. Fringe Benefits	14	...	51									+ 2		+ 2
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	456									+ 5		+ 5
		b. Fringe Benefits	14	...	51									+ 1		+ 1
	3.6	Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Other Services & Charges	40	...	21									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility 6005												[+28]		[+28]
6006		DISBURSING BRANCH														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code FINANCIAL MANAGEMENT DIVISION(60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	18									+1		+1
		c. Additional Gross Pay	13	...	2									...		...
		d. Fringe Benefits	14	...	2									+ 1		+ 1
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	18									...		...
		b. Fringe Benefits	14	...	2									...		...
	3.6	Increase for price increases														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	...									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 6006												[+2]		[+ 2]
6007		PATIENTS ACCOUNTS BRANCH														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	2,382									+91		+91
		c. Additional Gross Pay	13	...	272									+ 5		+ 5
		d. Fringe Benefits	14	...	267									+ 9		+ 9
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	2,382									+27		+27
		b. Fringe Benefits	14	...	267									+ 3		+ 3
	3.6	Increase for price increases														
		a. Supplies	20	...	30									+ 2		+ 2
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FINANCIAL MANAGEMENT DIVISION (60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Services & Charges	40	...	410									+25		+25
		c. Equipment & Equipment Rental	70	...	3									...		...
		Subtotal Responsibility Center 6007												[+162]		[+162]
6008		BUDGET AND RESOURCE DEVELOPMENT														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	232									+26		+26
		c. Additional Gross Pay	13	...	13									+ 1		+ 1
		d. Fringe Benefits	14	...	26									+ 3		+ 3
	2.6	Increase for within grades														
		a. Other Regular Pay	12	...	232									+ 4		+ 4
		b. Fringe Benefits	14	...	26									+ 1		+ 1
	3.6	Increase for price increases														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	22									+ 2		+ 2
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 6008												[+37]		[+37]
6009		COST AND REIMBURSEMENT BRANCH														
		Increases														
	1.6	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	107									+4		+4
		c. Additional Gross Pay	13	...	5									...		...
		TOTAL CONTROL CENTER														

G811/85.1 *See Schedule 4c.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code FINANCIAL MANAGEMENT DIVISION(60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		d. Fringe Benefits	14	...	12									+ 1		+ 1
	2. 6	Increase for within grades														
		a. Other Regular Pay	12	...	107									+ 1		+ 1
		b. Fringe Benefits	14	...	12									...		...
	3.6	Increase for price increase														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	102									+ 6		+ 6
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 6009												[+12]		[+12]
		TOTAL CONTROL CENTER												+262		+262

OBI1/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code PERSONNEL AND MANPOWER DIVISION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7001		OFFICE OF THE DIRECTOR														
		Increases														
	1.7	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	82									+3		+3
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	9									+1		+1
	2.7	Increase for within grades														
		a. Other Regular Pay	12	...	32									+1		+1
		b. Fringe Benefits	14	...	9									...		...
	3.7	Increase for price increases														
		a. Supplies	20	...	3									...		...
		b. Other Services & Charges	40	...	31									+2		+2
		c. Equipment & Equipment Rental	70	...	6									...		...
		Subtotal Responsibility Center 7001												[+7]		[+7]
7002		CLASSIFICATIONS BRANCH														
		Increases														
	1.7	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	127									+5		+5
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	14									+1		+1
		TOTAL CONTROL CENTER														

OBM/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code PERSONNEL AND MANPOWER DIVISION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	2.7	Increase for within grades														
		a. Other Regular Pay	12	...	127									+ 2		+ 2
		b. Fringe Benefits	14	...	14									...		...
	3.7	Increase for price increases														
		a. Supplies	20	...	...									...		...
		b. Other Services & Charges	40	...	18									+ 1		+ 1
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 7002												[+ 9]		[+ 9]
7003		EMPLOYEE RELATIONS BRANCH														
		Increases														
	1.7	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	146									+ 5		+ 5
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	16									+ 1		+ 1
	2.7	Increase for within grades														
		a. Other Regular Pay	12	...	146									+ 2		+ 2
		b. Fringe Benefits	14	...	16									...		...
	3.7	Increase for price increases														
		a. Supplies	20	...	5									...		...
		b. Other Services & Charges	40	...	9									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 7003												[+ 8]		[+ 8]
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code PERSONNEL AND MANPOWER DIVISION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7004		TRAINING BRANCH														
		Increases														
	1.7	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	102									+ 3		+ 3
		c. Additional Gross Pay	13	...	1									...		...
		d. Fringe Benefits	14	...	11									...		...
	2.7	Increase for within grades														
		a. Other Regular Pay	12	...	102									+ 1		+ 1
		b. Fringe Benefits	14	...	11									...		...
	3.7	Increase for price increases														
		a. Supplies	20	...	2									...		...
		b. Other Services & Charges	40	...	63									+ 4		+ 4
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 7004												[+ 8]		[+ 8]
7005		STAFFING AND RECRUITMENT BRANCH														
		Increases														
	1.7	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	234									+ 9		+ 9
		c. Additional Gross Pay	13	...	3									...		...
		d. Fringe Benefits	14	...	25									+ 1		+ 1
	2.7	Increase for within grades														
		a. Other Regular Pay	12	...	234									+ 3		+ 3
		TOTAL CONTROL CENTER														

(VB11/05.1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code PERSONNEL AND MANPOWER DIVISION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	25									...		...
	3. 7	Increase for price increases														
		a. Supplies	20	...	3									+ 1		+ 1
		b. Other Services & Charges	40	...	25									+ 2		+ 2
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 7005												[+16]		[+16]
		TOTAL CONTROL CENTER		▨	▨									+48		+48

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)   AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)   CONTROL CENTER: Name & Code SUPPORT SERVICES DIVISION (80)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
8001		OFFICE OF THE DIRECTOR														
		Increases														
	1.8	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	169									+4		+4
		c. Additional Gross Pay	13	...	2									...		...
		d. Fringe Benefits	14	...	20									+ 1		+1
	2.8	Increase for within grades														
		a. Other Regular Pay	12	...	169									+ 1		+1
		b. Fringe Benefits	14	...	20									...		...
	3.8	Increase for price increases														
		a. Supplies	20	...	1									...		...
		b. Other Services & Charges	40	...	20									+ 1		+1
		c. Equipment & Equipment Rental	70	...	1,771									+106		+106
		Subtotal Responsibility Center 8001												[+113]		[+113]
8002		LAUNDRY SERVICES BRANCH														
		Increase														
	1.8	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	739									+30		+30
		c. Additional Gross Pay	13	...	30									+ 1		+1
		d. Fringe Benefits	14	...	83									+ 3		+3
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code SUPPORT SERVICES DIVISION (8U)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	2.8	Increase for within grades														
		a.	12	...	739									+ 9		+9
		b. Fringe Benefits	14	...	83									+ 1		+1
	3.8	Inrease for price increases														
		a. Supplies	20	...	411									+25		+25
		b. Other Service & Charges	40	...	1									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 8002												[+69]		[+69]
8003		MATERIAL MANAGEMENT BRANCH														
		Increases														
	1.8	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	849									+34		+34
		c. Additional Gross Pay	13	...	14									...		...
		d. Fringe Benefits	14	...	95									+ 4		+4
	2.8	Increase for within grades														
		a. Other Regular Pay	12	...	849									+10		+10
		b. Fringe Benefits	14	...	95									+ 1		+1
	3. 8	Increase for price increases														
		a. Supplies	20	...	2									+606		+606
		b. Other Services & Charges	40	...	251									+15		+15
		c. Equipment & Equipment Rental	70	...	17									+395		+395
		Subtotal Responsibility Center 8003												[+1,065]		[+1,065]
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)

AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)

CONTROL CENTER: Name & Code SUPPORT SERVICES DIVISION (B0)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
8004		CENTRAL STERILE SUPPLY BRANCH														
		Increases														
	1. B	Increase for FY 1987 pay adjustments														
		a. Regualr Pay	11	...	...											
		b. Other Regular Pay	12	...	206									+8		+8
		c. Additional Gross Pay	13	...	15									+ 1		+1
		d. Fringe Benefits	14	...	23									+ 1		+1
	2. B	Increase for within grades														
		a. Other Regular Pay	12	...	206									+ 2		+2
		b. Fringe Benefits	14	...	23									+ 1		+1
	3. B	Increase for price increases														
		a. Supplies	20	...	104									+ 6		+6
		b. Other Services & Charges	40	...	1									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 8004												[+19]		[+19]
8005		PROCUREMENT AND CONTRACTS BRANCH														
		Increase														
	1. B	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	409									+16		+16
		c. Additional Gross Pay	13	...	3									...		...
		d. Fringe Benefits	14	...	47									+ 2		+2
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JB)
CONTROL CENTER: Name & Code SUPPORT SERVICES DIVISION (80)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	2.B	Increase for within grades														
		a. Other Regular Pay	12	...	409									+ 5		+5
		b. Fringe Benefits	14	...	47									+ 1		+1
	3.B	Increase for price increases														
		a. Supplies	20	...	1									...		...
		b. Other Service & Charges	40	...	9									+ 1		+1
		c. Equipment & Equipment Rental	70	...	9									...		...
		Subtotal Responsibility Center 8005												[+25]		[+25]
8006	.	FOOD SERVICES BRANCH														
		Increase														
	1.B	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...										...		...
		b. Other Regular Pay	12	...	2,317									+92		+92
		c. Additional Gross Pay	13	...	150									+ 6		+6
		d. Fringe Benefits	14	...	260									+10		+10
	2.B	Increase for within grades														
		a. Other Regular Pay	12	...	2,317									+27		+27
		b. Fringe Benefits	14	...	260									+ 3		+3
	3.B	Increase for price increases														
		a. Supplies	20	...	1,097									+66		+66
		b. Other Services & Charges	40	...	7									...		...
		c. Equipment & Equipment Rental	70	...	...									...		...
		Subtotal Responsibility Center 8006												[+204]		[+204]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

BUDGET REQUEST OF D.C. GENERAL HOSPITAL

Mr. **Dixon**. Next we have the budget request for D.C. General Hospital which totals $50,930,000 for fiscal year 1987, an increase of $2,580,000 above the fiscal year 1986 level. In addition you anticipate receiving Federal grants and private funds and other revenues in the amount of $54.9 million which will provide total resources of $105,825,000 and 2,349 positions for fiscal year 1987, a net increase of $4,975,000 above your operating level for fiscal year 1986 and no change in the number of positions.

We have with us Mr. James L. Kunen, Chairman of the D.C. General Hospital Commission, and Sherman P. McCoy, the Acting Executive Director of D.C. General Hosptial.

Gentlemen, if you have statements, we will be pleased to receive them for the record.

Opening Statement of Commission Chairman

Mr. **Kunen**. Thank you, Mr. Chairman.

In general, let me just report that the Hospital continues to make very substantial progress, we are pleased to note. Over the last two and a half years, we have made significant progress in refining the financial relationship between the Hospital and D.C. Government, which had been plaguing both parties for a number of years.

BILLINGS FOR SERVICES TO INDIGENT PATIENTS

We and the District are currently testing a system by which the Hospital will be able to bill the District Government, beginning with fiscal year 1987, for the payment of services that we render the indigent patients.

AMBULATORY CARE AND CRITICAL CARE BUILDING

We are also pleased that we will begin construction of the new Ambulatory Care and Critical Care Building at the Hospital shortly. Design was just recently completed. Specifications for bid and award of contract will follow within the next several months.

The amount of $15,579,000 for this project, including equipment authorized of $1,425,000, was approved in fiscal year 1982. The construction of this Ambulatory Care and Critical Care facility will be a big step in alleviating a major problem in rendering emergency out-patient services and intensive care services to in-patients.

EQUIPMENT REPLACEMENT

We have received certificates of need to replace radiology and cardiac catheterization equipment. Replacement of that equipment will help us maintain our quality services.

PCP PROGRAM

We have worked with the Department of Human Services to develop a PCP program for a 20-bed unit in response to this pressing need, for which the Hospital will be funded $2.1 million from DHS in fiscal year 1987. The program will begin in June 1986. Construction will not be finished until August 1986.

AIDS PROGRAM

The Hospital has established a multidisciplinary task force on AIDS, to review the impact on the Hospital and to propose Hospital programs to meet those needs. We have not included identified funding for AIDS because the task force has not completed its recommendations.

TRAUMA CENTER DESIGNATION

D.C. General was designated a Trauma Center, and expects full certification in 1986 as a Level I Trauma Center serving Southeast and a large portion of Northeast Washington. Most of the inpatient admissions to the Hospital come from the emergency room.

GERIATRIC CENTER

The Hospital has established a medicare-approved Geriatric Center.

ACCREDITATION

We continue to be accredited by the Joint Commission on the Accreditation of Hospitals.

We continue to refine our Patient Care Acuity System to better determine the nursing requirements.

We continue to maintain control of our length of stay and our cost per discharge.

That, in general, gives you a general picture of the Hospital. Two specific items I would like to bring to your attention:

OUTPATIENT PHARMACY

The Hospital cannot be reimbursed by third-party insurance payors for pharmacy refills that do not take place on the day of a clinic visit. By having an outside firm operate this pharmacy, the Hospital will be able to eliminate this expense, which will result in an $800,000 savings. The Hospital will continue to pay for prescriptions for the indigent patients, so that there is no disruption of service to them.

MEDICARE REIMBURSEMENT

As you are aware, the Hospital industry has undergone major changes in the last four years, at the national and local levels. The enactment of the medicare prospective payment system, which changes the way hospitals are reimbursed from a cost-based, retrospective basis to a prospective payment system based on the diagnosis of the patient, is the most significant change.

This arrangement establishes on a prospective basis, the amount to be paid to the Hospital based on a fixed payment for a diagnosis. Under this system of payment, D.C. General will receive $1.6 million less in Medicare payments in fiscal year 1987 than it received in fiscal year 1986.

In fact, reimbursement for fiscal year 1987 will be about the same as it was in fiscal year 1981, with about the same number of patients.

We have also included the impact of the Gramm-Rudman-Hollings Act on the Hospital's fiscal year 1987 budget.

CAPITAL BUDGET REQUEST

The Hospital submitted to the Mayor's Office a Capital Improvement Program, requesting $26 million in projects. The District recommended only one project for the fiscal year 1987 capital budget: $325,000 for the retrofill of PCB containing electrical transformers.

NEED FOR NEW HOSPITAL

The Hospital's existing physical plant will continue to require millions of dollars a year in maintenance and renovation. The need for a new, efficient, cost-effective Hospital is urgent, to avoid the outlay of substantial further capital funds on the present facility.

PHYSICIANS NEGOTIATIONS

The Commission and the District are currently negotiating with the Doctors' Council (labor union) regarding compensation and working conditions. As you can appreciate, this is a very new area for the District and the Hospital. The final contract, presently being negotiated, should cover the three-year period of October 1, 1985 to September 30, 1988.

CLOSING REMARKS OF COMMISSION CHAIRMAN

Mr. Chairman, we are pleased to have had the opportunity to present testimony regarding our fiscal year 1987 budget. We will continue our efforts in cost containment, consistent with quality services and available resources.

Let me close by saying that we have made great progress in improving the services the Hospital provides, in the management of the Hospital, and in the working relations with the Mayor's Office and the City Council. With the continued support of the District, we believe that the Hospital's progress can be assured.

My colleagues and I will be glad to respond to your questions.

PREPARED STATEMENT OF CHAIRMAN OF D.C. GENERAL HOSPITAL COMMISSION

[The statement of Mr. Kunen follows:]

Testimony
Mr. James L. Kunen
District of Columbia General Hospital
Before the House Subcommittee on Appropriations
Wednesday, May 14, 1986

Chairman Dixon, members of the Committee, my name is James L. Kunen. I am the Chairman of the D. C. General Hospital Commission and I have served in that capacity since October 1983. I am appearing before you in support of the Hospital's fiscal year 1987 budget.

We support the budget of $105,850,000, including a payment from the District of $50,930,000, as submittted by the Mayor. This represents a 5.3 percent increase in the payment from the District.

PROGRESS AND DEVELOPMENT

I am pleased to report to you that the Hospital continues to make progress.

- Over the last two and a half years we have made significant progress in refining the financial relationship between the Hospital and the D. C. Government. We and the District are currently testing a system by which the Hospital will be able to bill the District Government, beginning with fiscal year 1987, for the payment of services that we render the indigent patients.

- We are also pleased that we will begin construction of the new Ambulatory Care/Critical Care Building at the Hospital, shortly. Design was just recently completed. Specifications for bid and award of contract will follow within the next several months. The amount of $15,579,000 for this project, including equipment authorized of $1,425,000, was approved in fiscal year 1982. The construction of this Ambulatory Care/Critical Care facility will be a big step in alleviating a major problem in rendering emergency outpatient services and intensive care services to out-patients.

- We have received Certificates of Need to replace Radiology and Cardiac Catheterization equipment. Replacement of that equipment will help us maintain our quality services.

- We have worked with the Department of Human Services to develop a PCP program for a 20 bed unit in response to this pressing need, for which the Hospital will be funded $2.1 million from DHS in FY 1987. The program will begin in June 1986. Construction will not be finished until August 1986.

- The Hospital has established a multi-disciplinary Task Force on AIDS, to review the impact on the Hospital and to propose Hospital programs to meet those needs. We have not included identified funding for AIDS because the Task Force has not completed its recommendations.

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- The Hospital has estsablished a Medicare approved Geriatric Center.

- We continue to be accredited by the Joint Commission on the Accreditation of Hospitals.

- We continue to refine our Patient Care Acuity System to better determine the nursing requirements.

- We continue to maintain control of our length of stay and our cost per discharge.

In order to present a balanced budget within the FY 1987 MARK and our collections projections, we have had to look very closely at the services of the Hospital.

These are two items that I would like to bring to your attention.

- Outpatient Pharmacy - The Hospital cannot be reimbursed by third party insurance payors for pharmacy refills that do not take place on the day of a clinic visit. By having an outside firm operate this pharmacy, the Hospital will be able to eliminate this expense, which will result in an $800,000 savings. The Hospital will continue to pay for prescriptions for the indigent patients, so that there is no disruption of service to them.

- Medicare Reimbursement - As you are aware, the Hospital industry has undergone major changes in the last four years, at the national and local levels. The enactment of the Medicare Prospective Payment System, which changed the way hospitals are reimbursed from a cost based, retrospective basis to a Prospective Payment System based on the diagnosis of the patient, is the most significant change. This arrangement establishes on a prospective basis, the amount to be paid to the Hospital based on a fixed payment for a diagnosis. Under this system of payment, D. C. General will receive $1.6 million less in Medicare payments in FY 1987 than it received in FY 1986. In fact, reimbursement for FY 1987 will be about the same as it was in FY 1981, with about the same number of patients.

We have also included the impact of the Gramm-Rudman-Hollings Act on the Hospital's FY 1987 Budget.

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The Hospital submitted to the Mayor's office a Capital Improvement Program requesting $26 million in projects. The Distrtict recommended only one project for the FY 1987 capital budget: $325,000 for the retrofill of PCB containing electrical transformers. The Hospital's existing physical plant will continue to require millions of dollars a year in maintenance and renovation. The need for a new, efficient, cost-effective Hospital is urgent, to avoid the outlay of substantial further capital funds on the present facility.

PHYSICIANS NEGOTIATIONS

The Commission and the District are currently negotiating with the Doctor's Council (labor union) regarding compensation and working conditions. As you can appreciate, this is a very new area for the District and the Hospital. The final contract should cover the three (3) year period of October 1, 1985 - September 30, 1988.

Mr. Chairman, we are pleased to have had the opportunity to present testimony regarding our FY 1987 budget. We will continue our efforts in cost containment, consistent with quality services and available resources.

Le me close by saying that we have made great progress in improving the services the Hospital provides, in the management of the Hospital, and in the working relations with Mayor's Office and the City Council. With the continued support of the District, we believe that the Hospital's progress can be assured.

My colleagues and I will be glad to respond to your questions.

SHORTFALL IN HOSPITAL REIMBURSEMENTS

Mr. DIXON. Thank you very much.

How does the Hospital plan to cover the shortfall of $1.6 million in reimbursements.

Mr. KUNEN. Mr. Narang or Mr. McCoy?

Mr. NARANG. We can save $800,000 in the pharmacy because we are going to contract out the out-patient pharmacy and the contractor will bill the third parties. The Hospital will save $800,000 on that. There are some areas where we can increase revenue, and we have been able to reduce some expenses.

Mr. DIXON. Mr. McCoy, I didn't mean to cut you off from making a statement. If you have one we would be happy to receive it for the record.

Mr. MCCOY. I do not have a statement to add.

Mr. DIXON. Mr. Coughlin?

Mr. COUGHLIN. No questions, Mr. Chairman.

Mr. DIXON. Mr. Natcher?

Mr. NATCHER. No questions, Mr. Chairman.

Mr. DIXON. Mr. Green?

EXPENDITURE COMPARISONS OF HOSPITAL WITH OTHER HOSPITALS

Mr. GREEN. What percentage of the District's total hospital beds is at D.C. General?

Mr. MCCOY. In terms of beds, I don't have the number at my fingertips, but last year, the total amount of money spent by hospitals in the District was $1.3 billion. We spent about $100 million, so we are 1/13th in terms of expenditures.

VACANCY BED RATE AT HOSPITAL

Mr. GREEN. How is your vacancy rate compared with last year, and with the other hospitals?

Mr. MCCOY. We have 404 beds open, plus 57 bassinets and we run an average census of around 327 or 71 percent of the beds.

COMPARISON OF BED VACANCY RATE WITH OTHER DISTRICT HOSPITALS

Mr. GREEN. How does that compare with other hospitals in the District?

Mr. MCCOY. It goes up and down. Other hospitals probably run 74, 75 percent on aggregate, in the District. Nationally, it is somewhat closer to 60 to 65 percent.

EXCESS OF BEDS IN THE DISTRICT

Mr. GREEN. Do you consider this an "overbedded" situation in the District?

Mr. MCCOY. Hospital services have to not only consider the number of beds, but also have to consider the location, availability, and accessibility of services to patients.

D.C. General is a much-needed facility in the District, and I believe the other hospitals of the District would agree with that.

Mr. KUNEN. It varies in accordance with the specialization—there are some that have larger vacancies than others.

DETERMINING NEED FOR NEW BEDS

Mr. **Green**. How does the health planning system in the District operate in terms of determining the need for hospital beds?

Mr. **McCoy**. I think it operates as you would expect it to operate. To open new beds, you have to have a certificate of need.

Mr. **Green**. Who is the agency?

Mr. **McCoy**. It is the State Health Planning and Development Agency operated by the Department of Human Services. They were just here before us.

Mr. **Green**. Thank you, Mr. Chairman.

Mr. **Dixon**. Mr. Coughlin?

BRIBERY CASE OF FORMER D.C. GENERAL EMPLOYEE

Mr. **Coughlin**. Thank you, Mr. Chairman.

The former head of contracting for D.C. General pleading guilty of accepting a bribe from an undercover officer in April of 1986. Could you comment, and explain what safeguards you are taking so this won't happen again?

Mr. **Kunen**. As I understand from our lawyers, he was not at the time employed by D.C. General when he accepted this bribe, and I don't know where the case stands.

Mr. **Coughlin**. I hear that he pleaded guilty.

Mr. **Kunen**. Not while he was on the staff of the Hospital. He did this after he had left the Hospital, and apparently was allegedly trading on his provider association.

Mr. **McCoy**. He had submitted his resignation, and he had been working at best part-time, because he had spent a lot of time away from the Hospital from early fall up until that point, because of an illness and hospitalization.

He submitted his resignation the last week of November 1985, effective December 31, 1985, but it was withdrawn. His second resignation was effective January 31, 1986.

I was contacted by the Washington Times with regard to the arrest, and I contacted the Auditor's Office, in the District, the Chief of Police, and the Deputy Mayor's Office to find out what the story was, and to this point, the only information that the Hospital has is the same information that has been printed in the newspaper.

We don't know exactly what the allegation is, except that he took some money in promise of doing something with regard to contracts. We have no idea as to how he would have been able to do that, if that was his intent.

We did ask Mr. Troupe's office, Otis Troupe, the Auditor for the District of Columbia, to come in and take a look at our contracting and procurement procedures to review the sufficiency with regard to precluding those kinds of activities on the part of any other individual. I think also that transaction did not take place, at least at the Hospital. It is not clear to me where it took place.

Mr. **Coughlin**. Thank you, Mr. Chairman.

Mr. **Dixon**. Mr. Hoyer?

Mr. **Hoyer**. No questions.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. Thank you very much, gentlemen. I have some questions that I will submit to be answered for the record.

[The committee's questions and the hospital's response follow:]

D.C. GENERAL HOSPITAL

QUESTION:
1. What is the status of the Hospital's accreditation?

ANSWER:
1. The Hospital is fully accredited having received last year, another three year accreditation from the Joint Commission on the Accreditation of Hospitals.

QUESTION:
2. Have you had any drug thefts during the past two years?

ANSWER:
2. There have been no drug thefts during the past two years.

QUESTION:
3. What are the sources of your revenues? I realized that $50.9 million of your total FY 1987 budget of $105.8 million will come from the District government.

a. Where does the balance of $55.8 million come from?

ANSWER:

3a. The total operating budget for the Hospital for FY 1987 is $105,825,000, which includes $50,430,000 payment from the District government. The balance of $54,895,000 consists of the following:

Patient Care	
Medicaid	$26,300,000
Medicare	13,000,000
Blue Cross/Blue Shield	3,800,000
Commercial Insurance	2,700,000
Self Pay	800,000
St. Elizabeth Hospital	2,900,000
Detox (PCP) Service	2,100,000
Total	51,600,000
Federal Grants	121,000
Intra District Services	
Steam to the Jail	1,300,000
Out-of-School Program	100,000
Lease of Karrick Hall	628,000
Women, Infants, and Children Grant	87,000
Miscellaneous	35,000
Total	2,150,000
All Other (Includes Cafeteria Meals of $470,000)	1,024,000
Total	54,895,000
Payment from the District	50,930,000
Total Budget	$105,825,000

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE (401)
AGENCY: Name & Code D.C. GENERAL HOSPITAL (JC)
CONTROL CENTER: Name & Code SUPPORT SERVICES DIVISION (80)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
8007		TRANSPORTATION BRANCH														
		Increase														
	1.	Increase for FY 1987 pay adjustments														
		a. Regular Pay	11	...	...									...		...
		b. Other Regular Pay	12	...	606									+24		+24
		c. Additional Gross Pay	13	...	28									+ 1		+1
		d. Fringe Benefits	14	...	68									+ 3		+3
	2.	Increase for within grades														
		a. Other Regular Pay	12	...	606									+ 7		+7
		b. Fringe Benefits	14	...	68									+ 1		+1
	3.	Increase for price increases														
		a. Supplies	20	...	1									...		...
		b. Energy	30	...	42									+ 3		+3
		c. Other Services & Charges	40	...	189									+12		+12
		d. Equipment & Equipment Rental	70	...	61									+ 4		+4
		Subtotal Responsibility Center 8007												[+55]		[+55]
		TOTAL CONTROL CENTER		▨	▨									+1,550		+1,550

[illegible] *See Schedule 4a

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2299

QUESTION:
4. Does D.C. General plan to expand its emergency room facility to the old D.C. Jail site at 19th and Independence, S.E.? Please explain D.C. General's plan and provide a site drawing.

ANSWER:
4. The Hospital does plan to expand its emergency room facility to the old D.C. Jail site at 19th and Independence, S.E. The Hospital's plan is to construct the new Ambulatory Care and Critical Care Building on the old jail site, with construction beginning within the next several months, as the design and specifications are completed, and the construction contract is awarded. This will enable the Hospital to improve the care for both trauma and other emergency patients, and reduce the waiting in the emergency room. Attached is a site drawing showing the location of the new Ambulatory Care and Critical Care Building, and its position in relation to the present Hospital building, to which it will be connected by ramps for access to the operating rooms and other services.

QUESTION:
5. For the record --

5a. What is your vacancy rate by category of position (for example: nurse, physician, custodian, etc.)?

ANSWER:
5a. There is still great difficulty in filling critical physician positions. The Chief of Radiology has been vacant for five (5) years, and the Chief of Surgery for one (1) year. There is also the Chief of Neurosurgery that has been vacant for eight (8) years. This service is being provided under a contract now.

The problem is the present salary that we are paying the physicians. Our salaries continue to be from $10,000 to $20,000 lower than similar physician positions in other academic medical centers and at the Veterans Administration hospital.

A competitive salary and compensation plan has to be developed in order to attract and retain the Medical Staff in key positions, or we will continue to have difficulty in filling these positions.

The vacancy rate for Registered Nurses is seven (7) percent.

QUESTION:
5b. Any shortage areas?

ANSWER:
5b. We still have a critical shortage of registered nurses. Half of the registered nurses in the intensive care units come from the In-House Pool, which is operated by the Nursing Services Division. There is also a critical need in the Trauma Center for registered nurses.

We have hired only registered nurses in the last five years, and we still have a surplus of para-professionals. There is very little turn-over in the para-professional positions.

In recruiting registered nurses, the Hospital cannot offer the same benefits package, therefore we are not competitive with other hospitals in the area, which results in the vacancy rate shown above.

Page Three

QUESTION:
5c. Are all of your "billings" current?

-- If not, which ones are not current?

ANSWER:
5c. All of our billings are current.

QUESTION:
5d. What is your bed occupancy rate?

ANSWER:
5d. The Hospital's bed occupancy rate is listed below:

	Open Beds (Average)	Occupaied Beds (Average)	Percent Occupied
Fiscal Year 1985	421.2	299.8	71.2%
Fiscal Year 1986 - April year-to-date	404.0	286.1	70.8%

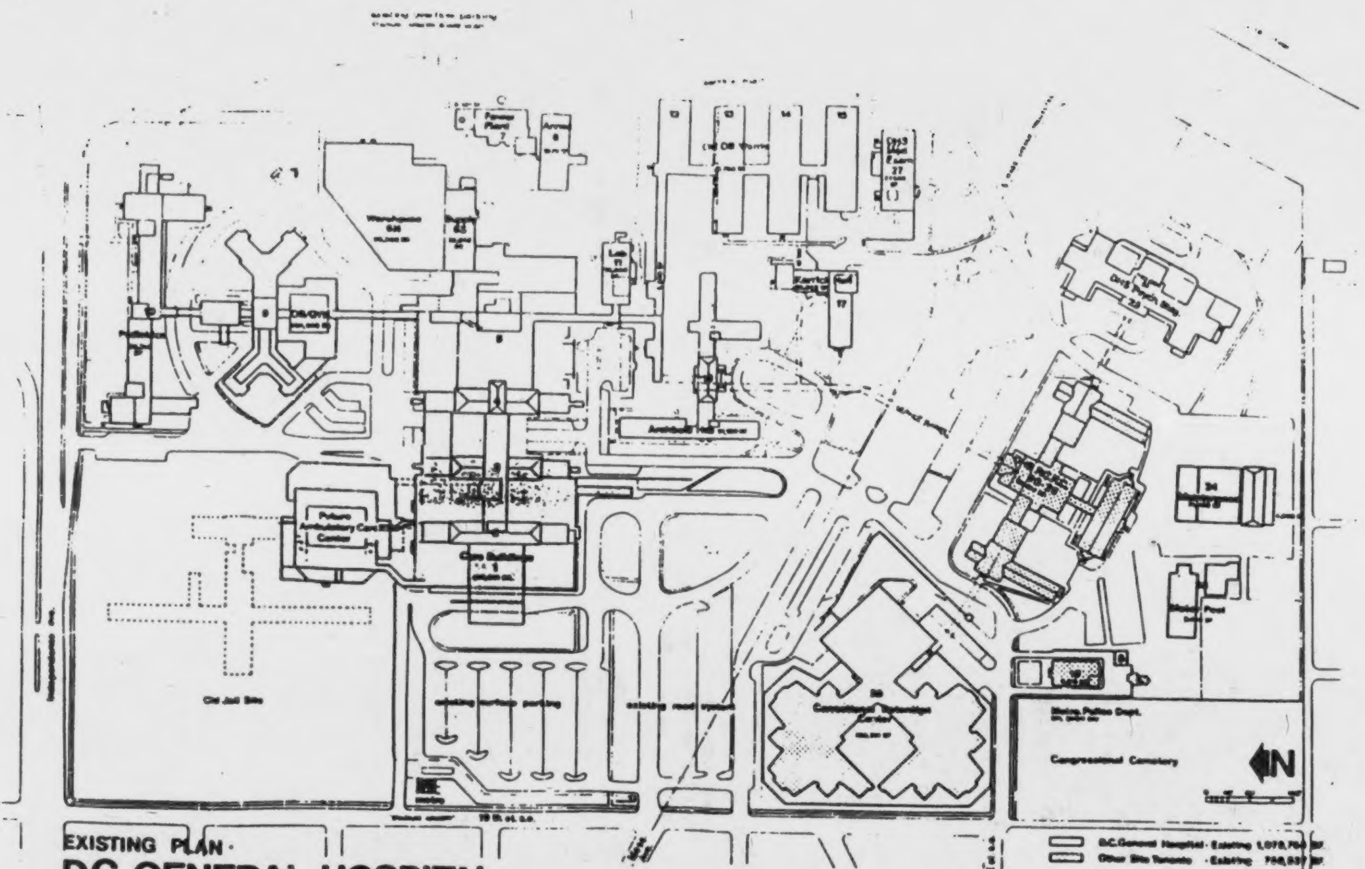
These figures do not include the drug detox (PCP) service, which is a 20 bed unit that will be opened this summer.

QUESTION:
5e. Provide for the record a listing showing the quantity of fuel, by type of fuel purchased and consumed by D. C. General Hospital for fiscal years 1984, 1985, 1986 estimate and 1987 (budgeted) similar to information on pages 606 through 609 of last year's hearings.

ANSWER:
5e. This is the list of fuel purchased and consumed by the Hospital for the following fiscal years:

	Gallons	Cost
Fuel Oil #2		
FY 1984	3,156,000	$2,659,000
FY 1985	2,935,000	2,473,000
FY 1986 (estimated)	2,843,000	2,130,000
FY 1987 (budgeted)	2,850,000	2,260,000

Both dollars and gallons are rounded to the nearest thousand.


Power Plant
Warehouse
Lab
Future Ambulatory Care Center
Core Building 1
Old Jail Site
existing surface parking
existing road system
Correctional Treatment Center
Metro Police Dept.
Congressional Cemetery
N
19th st. s.e.
D.C. General Hospital - Existing
Other Site Tenants - Existing

EXISTING PLAN ·

D.C. GENERAL HOSPITAL

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF HUMAN RIGHTS (BR)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	48	1,213	51	1,323	51	1,349	51	1,473	...	+124
	Federal Funds	9	187	9	166	9	363	7	363	-2	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	57	1,400	60	1,489	60	1,712	58	1,836	-2	+124
	Intra-District Sales	...	13	...	4	...	50	...	50	...	...
	TOTAL EXPENDITURES	57	1,413	60	1,493	60	1,762	58	1,886	-2	+124
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	39		38		42		46		+4	
	Average CFT Salary	24		23		25		25		...	
	Average All Other Employment	9		12		12		10		-2	
	Total Full-Time Equivalent (FTE) Employment	48		50		54		56		+2	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	25		23		24		23		-1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Office of Human Rights was created by an act of Congress in 1958 as the Commissioner's Council on Human Relations. This act made the District one of the first municipalities in the nation to protect human rights in employment, housing, and public accommodations.

Through the years, numerous amendments and policies have been incorporated with other laws and in 1973 the District's first comprehensive human rights law was passed by the Council as Title 34 of the District's Rules and Regulations, one of the strongest and broadest human rights statutes in the nation.

The Office of Human Rights has a special mandate to enforce the Human Rights Act (District Law 2-38, Title 1, Chapter 25) and other human rights laws and regulations. The Office of Human Rights processes complaints of unlawful discrimination for 15 protected classes in the area of employment, housing, public accommodations, education, and contract compliance.

The office reviews and approves the affirmative action plans of all District agencies and contracts of $10,000 or more.

In addition, the Council has given the office authority to enforce affirmative action by banks, savings and loan associations, and the cable television industry.

The Commission on Human Rights, established as a quasi-judicial body of the District government, is mandated by the District's Human Rights Act, as amended, to adjudicate discrimination complaints and support the purpose of the Human Rights Act. The commission awards monetary damages, orders the reinstatement of a person to a position, and may request that letters of apology be given to successful complainants.

The commission issues the final decisions on all private sector discrimination complaints that require adjudication after conciliation efforts have failed.

OBC1/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $1,473,000 and 51 continuing full-time positions, a net increase from FY 1986 of $124,000 and no change in continuing full-time positions.

The personal services request is $1,294,000, a net increase of $102,000, and four full-time equivalent employees. Of the requested increase, $46,000 is for the FY 1987 pay adjustment and $13,000 is for within-grade increases, $28,000 is to fund two unfunded continuing full-time positions, and $59,000 is to convert two federally funded positions to continuing full-time positions.

Within the personal services budget, $44,000 and one continuing full-time position is being transferred-out to the Office of Emergency Preparedness as a legal advisor.

The request for nonpersonal services is $179,000, an increase from FY 1986 of $22,000. This amount will be allocated as follows: $4,000 for office supplies, $4,000 for communications, $9,000 for printing, and $5,000 for equipment.

Nonappropriated Budget Request

The agency's estimated nonappropriated budget request is $413,000 and seven full-time equivalent positions, the same funding as in FY 1986, and a decrease of two term full-time positions.

The office will receive two contracts from the Washington Area Office of the U.S. Equal Employment Opportunity Commission (EEOC) to investigate allegations of employment discrimination. The office will also receive two contracts from the Department of Housing and Urban Development (HUD) to investigate housing complaints, and to reduce housing discrimination through community education and outreach.

The Department of Housing and Community Development (DHCD) will provide the office with funds for testing rental housing in the District of Columbia for discrimination against families because of the presence of children. This funding projection for FY 1987 is the same as FY 1986, $50,000.

PROGRAM IMPACT

The requested FY 1987 funding will permit continuous efficiency of the current staff regarding processing and retrieving of cases and other documents. The average length of time it takes for a complaint to be closed is expected to decrease.

The increase in staff will permit the office to accommodate charging parties within five days, and to assist with the influx of telephone inquiries and walk-in complainants. This will ultimately lead to a reduction in the end-of-year active caseload.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Complaints received	551	364	452	527
Complaints closed	567	532	549	576
No probable cause	306	332	302	316
Satisfactory adjustments	145	109	137	144
Administrative	116	91	110	116
End-of-year active caseload	510	362	265	216
Contract compliance	498	410	464	525
District government agencies	3	0	55	55
On-site visits	230	419	469	519
Complaints certified to COHR	16	4	20	25
Complaints closed	40	33	30	30
End-of-year active caseload	50	21	11	6

Five key measures provide the most accurate gauge of the office's overall performance: (1) the number of complaints received (docketings), (2) the number of complaints closed, (3) the end-of-year active caseload, (4) the number of affirmative action plans received, and (5) the number of construction sites monitored. In addition, the number of no probable causes, satisfactory adjustments, and administrative closings provides a measure of effectiveness.

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE OF HUMAN RIGHTS (BR)

Docketing trends still indicate that race, sex, national origin, and age are the major reasons for complaints; however, as the direct result of automation, the office will be able to process more cases than in the past. The agency is engaging in substantial out-reach programs through various ad hoc groups to increase community awareness of the office. These actions will most likely add to the agency's caseload.

It is projected that the number of cases to be certified to the commission will increase. The projection is based on an expected increase of probable cause determinations being issued in private sector cases.

The office expects to experience an increase in on-site visits conducted in the construction industry, as well as an increase in the number of affirmative action plans (AAPs) received and reviewed. These increases are expected because of new emphasis on enforcement procedures pertaining to the construction industry under the terms of a settlement agreement with the Washington Area Construction Industry Task Force.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: Name & Code GENERAL(100)

AGENCY: Name & Code OFFICE OF HUMAN RIGHTS (BR)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CPT Pos.	Amount	CPT Pos.	Amount	CPT Pos.	Amount	CPT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Office of Human Rights	48	1,248	48	1,273	49	1,387	+1	+114	7	363			...	50	56	1,800
20	Commission on Human Rights	3	75	3	76	2	86	-1	+10	...	...					2	86
	TOTAL AGENCY	51	1,323	51	1,349	51	1,473	...	+124	7	363			...	50	58	1,886
OBJECT CLASS DETAIL																	
11	Regular Pay	889		1,045		1,130		+85		...						1,130	
12	Other Regular Pay	80		39		39		...		110						149	
13	Additional Gross Pay	47		5		5		...		...						5	
14	Fringe Benefits	96		103		120		+17		10						130	
	TOTAL PERSONAL SERVICES	1,112		1,192		1,294		+102		120						1,414	
20	Supplies	21		17		21		+4		15						36	
30a	Energy	...		...		...		...		...						...	
30b	Communications	25		35		39		+4		...						39	
30c	Building Rent	...		...		...		...		...						...	
40	Other Services & Charges	92		75		84		+9		188				50		322	
50	Subsidies & Transfers	...		...		...		...		...						...	
60	Land & Buildings	...		...		...		...		...						...	
70	Equipment & Equipment Rental	73		30		35		+5		40						75	
	TOTAL NONPERSONAL SERVICES	211		157		179		+22		243				50		472	
	TOTAL AGENCY	1,323		1,349		1,473		+124		363				50		1,886	
PERSONNEL SUMMARY																	
	Average CFT Employment	38		42		46		+4		▨		▨		▨		46	
	Average CFT Salary	23		25		25		...		▨		▨		▨		25	
	Average All Other Employment	3		3		3		...		7						10	
	Total FTE Employment	41		45		49		+4		7						56	
	Overtime & Other Pay FTE Employment	...		...		...		...		...						...	
	Average FTE Salary	25		24		24		...		16						23	

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) OFFICE OF HUMAN RIGHTS (BR)

CONTROL CENTER: (Name & Code) OFFICE OF HUMAN RIGHTS (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		OFFICE OF HUMAN RIGHTS														
		Transfers														
	2.0	Transfer-out of one Paralegal Specialist to the Office of Emergency Preparedness to provide an on the spot legal advisor														
		a. One DS-12 Paralegal Specialist	11	48	992					-1	-40				-1	-40
		b. Fringe Benefits	14	...	97					...	-4					-4
		Increases														
	3.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+38	...	+38
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	4.0	Increase for within grade	11	...	...								...	+13	...	+13
	5.0	Increase funding for two unfunded continuing full-time positions														
		a. One DS-7 Equal Opportunity Specialist	11	48	992							9	...	+12		+12
		b. One DS-07 Administrative Aide	11	48	992							9	...	+12		+12
		c. Fringe Benefits	14	...	97								...	+4	...	+4
	6.0	Increase of two continuing full-time positions														
		a. One DS-12 Paralegal Specialist	11	48	992							12	+1	+33	+1	+33
		b. One DS-05 Clerk (Typing)	11	48	992							12	+1	+15	+1	+15
		c. Fringe Benefits	14	...	97								...	+11	...	+11
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

Mr. Chairman, Members of the Subcommittee:

The Office of Human Rights and the Commission on Human Rights are requesting $1,473,000 and 51 continuing full-time positions. This represents a net increase of $124,000 and no change in continuing full-time positions.

Of the total request, $1,387,000 is asked for the Office and $86,000 for the Commission.

The Office's request reflects a $114,000 increase in funding and one continuing full-time position. It is based on the following in staff and supplies/services.

Staff

Of the $114,000 increase requested, a net increase of $99,000 is asked for personal services.

- o $43,000 for the FY 1987 pay adjustment.
- o 13,000 for within-grade increases.
- o 28,000 to fund two unfunded positions.
- o 59,000 to fund two new continuing full-time positions.

The net increase of $99,000 is based on the transfer out of $44,000 and one continuing full-time position.

Let me draw your attention to the $28,000 for two unfunded positions. We propose to hire a DS-07 Equal Opportunity Specialist and a DS-07 Administrative Aide.

The Equal Opportunity Specialist would be hired for our Intake Unit which interviews potential complainants and assists them in drafting their complaint charges. This additional staff person would enable the Office to improve its assistance to telephone inquiries and walk-in complainants. We need to expedite the scheduling of appointments. Our intakes average about 30 per month and there is more than a month's delay from the date of inquiry to the date of the scheduled appointment.

The second position we are requesting is for an Administrative Aide for the Administrative Services Unit to expedite the processing and preparation of budget reports and other documents in the unit.

Supplies/Services

The nonpersonal services request is for $155,000, an increase from FY 1986 of $15,000. It would be used in the following ways:

o $3,000 to offset increased cost of supplies.

- o $3,000 for communications costs due to the expiration of the District government's three-year Centrex system contract and the Public Service Commission's recent approval of a 15 percent increase for access charges.

- o $5,000 for printing costs based on new programs offered and new regulations promulgated by the Office.

- o $4,000 for rental charges on current office equipment.

The Commission's request of $86,000 represents an increase of $10,000 and a decrease of one continuing full-time position. The increase would be distributed to cover the following expenses.

Salaries	$2,000
Fringe Benefits	1,000
Office Supplies	1,000
Telephone service installation	1,000
Printing	4,000
Equipment	1,000

These are the resources we need in order to continue to accomplish our mission in a way that will increasingly benefit more citizens of the District. We are proud of what the Office accomplished in fiscal 1985 and is continuing to do in fiscal 1986 to expand equal opportunity.

Last year, when we came before you we did not ask for additional staff. I said to you let us work with present staff in order to idenfity present strengths and future needs. We increased productivity and efficiency, but as a result we now need additional resources to fully maximize our services to the public.

Let me now share some of those achievements with you.

COMMISSION

The Commission has just completed its first calendar year under the leadership of Chairperson Dayle Hall. During this period, she has initiated a number of measures designed to accelerate the rate with which the Commission hears and decides cases while preserving the integrity of the adjudicative process.

The Commission began FY 1986 with an active caseload of 21 cases. We project that approximately 20 cases will be certified to the Commission during the fiscal year and approximately 30 cases will be closed, leaving the Commission with an end-of-year caseload of 11 cases.

OFFICE

Case Enforcement

In fiscal year 1985, the Office docketed 384 cases and closed 532 cases. However, the key statistic to look at is our end-of-year caseload. That caseload was 362 at the end of FY 1985 as compared to 510 at the end of FY 1984. This means that the OHR has closed many older cases on its docket books. For the current fiscal year and FY 1987, we predict that we will continue to decrease the end-of-the year caseload.

Complainants are getting their cases resolved in a more expeditious manner. At the same time, our relationships with both complainants and respondents have become far more cooperative.

Regulatory

In September 1985, the Office of Human Rights issued guidelines for the submission of affirmative action plans by District government agencies as required by D. C. Law 1-63, "Affirmative Action in District Government Employment Act." An affirmative action plan is designed to overcome the effects of past and present discriminatory practices, policies or other barriers to equal employment opportunity. For the first time, agencies will prepare a five-year plan covering October 1, 1985 through September 30, 1990. The multi-year plan includes affirmative action goals, timetables and measurable performance criteria to be implemented over a period of five years.

Three affirmative action plan training sessions were held for agencies' equal employment opportunity staff members in October and November 1985. The D. C. Case Enforcement Unit is now reviewing agency affirmative action plans.

In other regulatory developments, the OHR promulgated **Mayor's Order 85-85**, "Compliance with Equal Opportunity Obligations in Contracts," which expands the equal opportunity protections in contracts let by the District government. The new order prohibits discrimination in employment on 13 bases as provided for in the D. C. Human Rights Act of 1977.

Other orders:

- o **Mayor's Order 85-59**, "Amended Uniform Language in Government Issued Anti-Discrimination Issuances and Equal Employment Opportunity Notices," calls for all statements, announcements, forms or directives issued by agencies of the District government to declare the policy of the District government against discrimination.

- o **Mayor's Order 85-70**, "Operating Procedures for Agency EEO Officers and EEO Counselors," sets standard operating procedures governing District government agency-level equal employment opportunity programs. It outlines the role, selection and training of agency equal employment opportunity officers and counselors.

In other regulatory matters:

- Revised **Employment Guidelines** were published March 7, 1986 in the D.C. Register as proposed rulemaking.

- **Regulations for the Implementation of Mayor's Order 85-85** on equal opportunity contracting were published April 11, 1986 in the D.C. Register as proposed rulemaking.

- **Procedural regulations for processing private sector discrimination complaints** were published April 4, 1986 in the D.C. Register as proposed rulemaking.

- Proposed **affirmative action guidelines for financial institutions** were disseminated to area banks and savings and loan associations. The comments we received are now being reviewed.

- We now have a draft of proposed **public accommodations guidelines.**

Programs

- **Memorandum of Understanding with Office for Civil Rights of the U. S. Department of Education**

In December 1984, the two agencies, in an effort to strengthen cooperation, embarked upon an exciting new program to provide area college students with more information about civil rights protection. The two offices jointly agreed to sponsor at least four mini-conferences and one major conference about discrimination in education. These conferences are designed to enhance existing equal opportunity programs at area colleges and universities receiving Department of Education financial assistance.

In developing the conferences the OHR sought input from college students, faculty members and administrators. Two mini-conferences have been held at the University of the District of Columbia and George Washington University.

- **Poster Project**

The D. C. Human Rights Act of 1977 requires that businesses operating in the District post notices containing excerpts of the law to inform citizens about what constitutes equal opportunity business practices.

Through a joint project with the D. C. Department of Consumer and Regulatory Affairs, the OHR has distributed several thousand posters to District businesses.

During its regular business inspections, the Department of Consumer and Regulatory Affairs checks to see if business establishments display the OHR poster. If a business is found in noncompliance, Consumer and Regulatory Affairs forwards a report to the OHR, which then takes a series of steps to seek compliance.

- **Fair Housing**

Housing discrimination is one of the most difficult forms of discrimination to identify and address. The OHR, in conjunction with the Metropolitan Washington Planning and Housing Association, is undertaking an 11-month project to identify the scope of housing discrimination against families with children in the District of Columbia. The project will also seek to increase community awareness of the problem of housing discrimination and its remedies. The project will emphasize to the rental housing industry that discrimination against families with children is illegal in the District.

In addition, in fiscal year 1986, the OHR is host jurisdiction for the Regional Fair Housing Consortium, of which it is a member. The Director of the OHR is this year's Chair of the $200,000 project. The Consortium is designed to develop interjurisdictional methods for combatting housing discrimination.

Last month, the Office sponsored several activities to celebrate April as Fair Housing Month.

o **Human Rights Day**

In mid-summer the OHR began planning for its first Human Rights Day program held December 10, 1985. Approximately 200 persons attended the program to jointly commemorate the anniversaries of the Universal Declaration of Human Rights by the United Nations on December 10, 1945 and the December 13 effective date of the D. C. Human Rights Act of 1977.

o **Black/Jewish Women's Dialogue**

Recognizing the potential for misunderstandings between the black and Jewish communities, the D. C. Office of Human Rights, along with the D. C.-Maryland Regional Office of the Anti-Defamation League, convened a small number of women to address the key issues confronting these two

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code OFFICE OF HUMAN RIGHTS (BR)
CONTROL CENTER: Name & Code OFFICE OF HUMAN RIGHTS (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY1986–FY1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	7.1	Increase for office supplies	20	...	16									+3	...	+3
	8.1	Increase for communications	30	...	34								...	+3	...	+3
	9.1	Increase for printing	40	...	...									+5	...	+5
	10.1	Increase for office equipment	70	...	29									+4	...	+4
		Subtotal Responsibility Center 1000								[-1]	[-44]		[+2]	[+158]	[+1]	[+114]
		TOTAL CONTROL CENTER								-1	-44		+2	+158	+1	+114

(6011/85.) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code OFFICE OF HUMAN RIGHTS (BR)
CONTROL CENTER: Name & Code COMMISSION ON HUMAN RIGHTS (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
2001		COMMISSION ON HUMAN RIGHTS														
	1.0	Base Reduction														
		A base reduction of one DS-11 Training Officer from the Commission on Human Rights as a result of it being projected vacant in FY 1987.	11	3	86	-1	...								-1	...
		Increases														
	3.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...									+2	...	+2
		b. Fringe Benefits	14	...	...									+1	...	+1
	7.2	Increase for office supplies	20	...	1									+1	...	+1
	8.2	Increase for communications	30	...	1									+1	...	+1
	9.2	Increase for printing	40	...	...									+4	...	+4
	10.2	Increase for office equipment	70	...	1									+1	...	+1
		Subtotal Responsibility Center 2001											[...]	[+10]	[...]	[+10]
		TOTAL CONTROL CENTER				-1	...						...	+10	-1	+10

GB11/85.1 *See Schedule 4a.

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groups. The Black/Jewish Women's Dialogue hopes to build on the common bond of being female, and proceed to discussions that might begin to renew and futher the groups' traditional cooperation.

The first meeting, held in the District in February 1985 at the Davis House, produced a candid and stimulating discussion, where topics ranged from personal experiences to larger societal misconceptions.

Other Activities

- **Black/Asian Task Force**

The OHR in fall 1985 convened a Task Force to assess the relationship between Black Americans and Asian Americans in the District. Whenever and wherever possible, the OHR attempts to foster understanding among various ethnic groups. The District has a rich, diverse culture and population.

In coming months, the Task Force will be working with the Metropolitan Police Department to establish a racial/ethnic incident reporting system and to look at existing gaps in the demographic data on the Asian community. It will also look at the possibility of jointly sponsoring community forums and community activities.

- **Comparable Worth**

Comparable Worth generally refers to measuring the relative values or worth to an employer of different jobs, especially of those jobs done primarily by men and those done primarily by women. The OHR has convened a comparable worth task force to look at the issue of pay equity within the District government.

- **AIDS as a Human Rights Issue**

Propelled by numerous information requests from the public, government officials and gay rights advocates, the OHR ia monitoring lawsuits, legislation and medical developments regarding acquired immune deficiency syndrome (AIDS) nationwide.

Although the OHR did not docket any cases alleging discrimination based on AIDS, the OHR has taken the position that the D. C. Human Rights Act of 1977 covers discrimination against those suffering from AIDS under its physical handicap provision. This opinion has been affirmed by the D. C. Corporation Counsel.

We have drafted a brochure and policy statement to advise the D. C. community of the illegality of discriminating against persons with AIDS. We are awaiting comments from interested parties.

Staffing Patterns Report

We are currently working on a Staffing Patterns Report which will show the distribution of District government workers by grade, sex, race/ethnic groups. This will be the first Staffing Patterns Report the Office has published since 1978.

Overall, the watchwords for the Office are enforcement and education. In FY 1985, we adopted the slogan, "Don't Discriminate--Educate!" Although we firmly enforce the laws and regulations for which we have authority, at the same time, we believe that all unlawful discrimination is not intentional. Through education, we can foster practices that would ensure all District residents of equal opportunity.

Finally, let me thank you for support during the two and one half years I have served as Director.

OFFICE ON LATINO AFFAIRS

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON LATINO AFFAIRS (BZ)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	7	281	7	359	7	385	7	1,911	...	+1,526
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	7	281	7	359	7	385	7	1,911	...	+1,526
	Intra-District Sales	3	83	3	243	2	60	1	30	-1	-30
	TOTAL EXPENDITURES	10	364	10	602	9	445	8	1,941	-1	+1,436
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	7		7		7		7		...	
	Average CFT Salary	27		33		33		35		+2	
	Average All Other Employment	3		2		4		8		+4	
	Total Full-Time Equivalent (FTE) Employment	10		9		11		15		+4	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	26		29		30		29		-1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

In 1976, the Office on Latino Affairs was established within the Executive Office of the Mayor by D.C. Law 1-86. The law mandates the Office on Latino Affairs to carry out planning, coordination, and monitoring activities to ensure that the full range of education, employment, health, and social services available to District residents are made equally available to the Latino community.

Although the Office on Latino Affairs is not a direct service agency, it helps to plan, coordinate, and monitor service delivery through other District government agencies, Latino community-based organizations, and private sector programs. Programs monitored by the agency are designed to assist the Latino community in becoming an integral part of the District of Columbia community, promote better understanding of American culture and values, and increase awareness among city residents about the cultural uniqueness and specialized needs of Spanish-speaking people.

The District's Latino population has increased dramatically during the past five years. Conservative estimates indicate that the population has more than doubled since 1980 and could be as high as 70,000, or approximately 10 percent of the city's population. This increase can be attributed to an influx of immigrant families, mainly from Central America and a high birth rate among Latino residents. The public school system, for example, is enrolling 50 new Latino students each month, and community-based agencies report a substantially increased demand for services.

In consultation with the leadership of the Latino community, the District of Columbia has designed a Latino Initiative for FY 1987 to expand the city's capacity to provide bilingual services to this rapidly growing population through ten direct service delivery agencies of the District government. During FY 1987, the initiative will be funded through an increase in the budget of the Office on Latino Affairs, which will coordinate and monitor expansion of bilingual services through intra-District agreements with these key agencies. Thereafter, services developed under the Latino Initiative will become part of the ten agencies' budgets. In addition, during

*For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

FY 1987, the Office on Latino Affairs will expand its own capacity to assist government and private agencies in delivering services by establishing a citywide Latino data bank to gather data for use in planning and program evaluation and by implementing a comprehensive bilingual public education program geared to increasing the self-sufficiency of Latino residents of the city.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $1,911,000 and seven continuing full-time positions, an increase from FY 1986 of $1,526,000 and no change in continuing full-time positions from FY 1986.

The personal services request is $451,000, an increase of $146,000 and five full-time equivalent employees. This request includes $13,000 for the FY 1987 pay adjustment, $4,000 for within-grade increases, $118,000 for five new temporary full-time positions, and $11,000 for related fringe benefits. This request will increase the agency's ability to provide technical assistance for programs monitored by the agency, including those new programs that will be created or expanded by ten other agencies which will receive intra-District funding from the office in FY 1987.

The request for nonpersonal services is $1,460,000, an increase of $1,380,000. This request includes $1,219,000 to fund new programs and expand existing efforts under intra-District agreements with ten other District agencies responsible for providing direct services to the Latino community. A new Latino Initiative control center within the agency will allow agency staff to track the expenditure of these funds. An additional $161,000 will allow for the establishment of a centralized Latino data bank and the design and implementation of a comprehensive public education program utilizing extensive audiovisual materials and pictorial publications. Furthermore, this increase will allow for additional telephone service for new staff positions, funds for staff training, increased support for community service programs, an increase in contractual services for data bank management and audiovisual production, and an increase for office furniture and equipment to accommodate additional staff. Redirections from energy and rent are requested to assist community-based programs, to expand support to the Commission on Latino Community Development, to increase printing capability, and to upgrade office copying equipment.

Nonappropriated Budget Request
The agency's estimated nonappropriated budget is $30,000 and one full-time equivalent position, a decrease from FY 1986 of $30,000 and one full-time equivalent position.

PROGRAM IMPACTS

As the District's Latino community continues to grow, the Office on Latino Affairs places increasing emphasis on the design of programs and activities which will have a positive effect on the greatest number of individuals possible. With the proposed increase in resources for FY 1987, the agency will substantially expand its ability to assist the Latino community in all areas.

Specifically, the agency will establish a centralized data bank on the Latino community, including extensive demographic information and service utilization trends. This will be the first time that such information will be systematically gathered and made available to other District agencies, community-based service organizations, and individuals. A Latino data bank such as this will ensure more effective long term planning and program design on the part of both the District government and community-based organizations.

Additional resources requested for FY 1987 will allow the agency to perform more effective monitoring of District agencies providing services to Latino residents. Proposed increases will allow for bilingual and bicultural technical assistance to all District programs serving this sector of the population. The agency can also participate in the coordinated response to the increase of emergency requests generated by the new 8DC-HELP service of the Mayor's Office of Emergency Preparedness.

To reach the disproportionately high number of individuals with limited English literacy within the Latino community, additional resources will allow the agency to develop a comprehensive public education program through creative audiovisuals, including slide/tape presentations, publications, and professional quality videos for broadcast on both public and network television. This extensive bilingual and bicultural education effort will concentrate on topics which will enhance the integration of Latino residents into the mainstream of city life.

Additional programmatic support will be provided to Latino community-based organizations by sharing of data bank information, exchanging public education and audio visual materials, facilitating the purchase of audiovisual equipment, and responding to financial emergencies on a priority basis. Training programs and seminars will be offered to staffs and boards of community agencies to assist them in more effective management and expanded fundraising.

A specialized training effort will be conducted by the Office on Latino Affairs for Latino business establishment and expansion, with emphasis on underrepresented groups such as women. Furthermore, training opportunities for agency staff will be expanded.

Support services to the Commission on Latino Community Development (CLCD) will be increased, giving the commission the opportunity to reach a wider audience through public hearings, conferences, and increased information dissemination.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON LATINO AFFAIRS (BZ)

The agency's ability to provide technical assistance on all issues relating to Latino community development will be significantly expanded by the proposed increase in resources. In addition, the agency can provide more translation and editing support to District government agencies and community-based groups.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Requests for information from and program assistance to District agencies	200	600	700	1,000
Community agencies and groups provided technical assistance and program support	100	150	175	225
Information requests	1,950	2,650	4,600	7,000
Telephone information requests	6,500	7,000	9,000	10,000
Referrals for services	200	300	500	600
Crisis intervention	15	20	30	50
Community meetings and activities sponsored	35	50	70	100
Community meetings and activities attended	400	550	700	850
Translations completed	150	250	400	900
Publications completed	6	9	56	75
Newspaper articles in Spanish published	10	12	18	24
Audiovisual presentations prepared	1	8	14	22
Workshops and seminars	10	15	48	60
Monitoring of Latino Initiative proposals, recommendations, and implementation.	. . .	. . .	50	100

Program performance data for the Office on Latino Affairs reflects a steady rise in requests for information, referrals, program assistance, and technical assistance to District and community agencies. The sharp increase in information requests from FY 1985 through FY 1987 is a result of increased staff as well as linkages to the BDC-HELP service of the Mayor's Office of Emergency Preparedness.

With the accumulation of expertise and familiarity with District government procedures and services, the agency's staff has been called upon to intervene in an increasing number of crises such as fires, evictions, housing emergencies, and health emergencies. Sponsorship and participation in community meetings and activities has also increased significantly and will expand with additional staff in FY 1987. Translation capability will double in FY 1987 with the addition of a translator/editor position.

Both publication capability and the production of educational audiovisuals will increase substantially during FY 1987 as the agency works to provide education and information to a growing population with limited literacy skills. FY 1987 funding will also provide for an increase in workshops and seminars for agency staff, the Commission on Latino Community Development, and the staffs and boards of community-based organizations.

The Office on Latino Affairs' monitoring role with regard to other District agencies responding to community proposals is reflected in the final measure on the Latino Initiative. This effort was initiated in FY 1986 and will be completed during FY 1987. Individual District agencies will assume responsibility for Latino Initiative programs in future fiscal years.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON LATINO AFFAIRS (BZ)

	CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
	Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
			CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
	10	Office on Latino Affairs	7	359	7	385	7	692	...	+307					1	30	8	722
	20	Latino Initiative	...	...	...	...	...	1,219	...	+1,219					...	...	...	1,219
		TOTAL AGENCY	7	359	7	385	7	1,911	...	+1,526					1	30	8	1,941
OBJECT CLASS DETAIL	11	Regular Pay	186		234		247		+13						...		247	
	12	Other Regular Pay	19		43		161		+118						27		188	
	13	Additional Gross Pay	8		...		...		...						...		...	
	14	Fringe Benefits	20		28		43		+15						3		46	
		TOTAL PERSONAL SERVICES	233		305		451		+146						30		481	
	20	Supplies	15		9		30		+21						...		30	
	30a	Energy	3		4		...		-4						...		...	
	30b	Communications	6		6		12		+6						...		12	
	30c	Building Rent	26		29		...		-29						...		...	
	40	Other Services & Charges	51		22		1,328		+1,306						...		1,328	
	50	Subsidies & Transfers	8		...		50		+50						...		50	
	60	Land & Buildings	...		...		...		...						...		...	
	70	Equipment & Equipment Rental	17		10		40		+30						...		40	
		TOTAL NONPERSONAL SERVICES	126		80		1,460		+1,380						...		1,460	
		TOTAL AGENCY	359		385		1,911		+1,526						30		1,941	
PERSONNEL SUMMARY		Average CFT Employment	6		7		7		...		▨		▨		▨		7	
		Average CFT Salary	31		33		35		+2		▨		▨		▨		35	
		Average All Other Employment	1		2		7		+5						1		8	
		Total FTE Employment	7		9		14		+5						1		15	
		Overtime & Other Pay FTE Employment	...		...		...		...						...		...	
		Average FTE Salary	29		31		29		-2						27		29	

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON LATINO AFFAIRS (BZ)

CONTROL CENTER: Name & Code OFFICE ON LATINO AFFAIRS (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		OFFICE ON LATINO AFFAIRS														
		Redirections														
	1.1	Redirection-out from Energy	30a	...	4				-4							-4
	1.2	Redirection-in to Subsidies and Transfers	50	...	...				+4							+4
	1.3	Redirection-out from Building and Rent	30c	...	29				-29							-29
	1.4	Redirection-in to Office Supplies	20	...	9				+9							+9
	1.5	Redirection-in to Other Services and Charges	40	...	22				+15							+15
	1.6	Redirection-in to Equipment and Equipment Rental	70	...	10				+5							+5
		Total Redirections							[...]							[...]
		Increases														
	2.0	Increase for FY 1987 Pay Adjustment	11	...	...							...	...	+13	...	+13
	3.0	Increase for Within Grades	11	...	...							...	...	+4	...	+4
	4.0	Increase for five TFT positions	12	...	43							...	...	+118	...	+118
	5.0	Increase for fringe benefits	14	...	...							...	...	+11	...	+11
	6.0	Increase for office supplies	20	...	9							...	...	+12	...	+12
	7.0	Increase for additional telephone service	30b	...	6							...	...	+6	...	+6
	8.0	Increase for the establishment of a Latino data bank	40	...	...							...	...	+20	+	+20
	9.0	Increase for Public Education program	40	...	...							...	...	+20	+	+20
	10.1	Increase for staff training	40	...	1							...	...	+3	+	+3
	11.0	Increase for community support service program	50	...	...							...	...	+50	...	+50
	12.0	Increase in contractual services	40	...	10							...	...	+25	...	+25
	14.0	Increase for office furniture and equipment	70	...	10							...	...	+25	...	+25
		Total Increases											[...]	[+307]	[...]	[+307]
		Subtotal Responsibility Center 1000						[...]	[...]				[...]	[+307]	[...]	[+307]
		TOTAL CONTROL CENTER										...	...	+307	...	+307

OB11/85.1 *See Schedule 4a.

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In 1976, the D.C. City Council passed D.C. Law 1-86, establishing the D.C. Commission on Latino Community Development and the Office on Latino Affairs. The Commission, an advisory body appointed by the Mayor, and the Office on Latino Affairs, which the Council placed within the Executive Office of the Mayor, were created to fulfill the purpose of D.C. Law 1-86--to "ensure that a full range of health, education, employment, and social services shall be available to the Latino community in the District of Columbia [...and] serve as an impetus to making the Latino community an integral part of the District of Columbia community."

Since the passage of D.C. Law 1-86, the city's Latino population has grown and changed dramatically. What was a relatively small, heterogeneous community, representative of all 24 Hispanic or Latin American countries, has become a predominately Central American community estimated at 70,000 to 80,000. You need only to stroll the streets of the Adams Morgan/Mt. Pleasant neighborhoods to see that most of our new immigrants are young and poor, speak little or no English and have few urban job skills. Most are in their child-bearing years; many have small children. Our office reviewed birth statistics at D.C. General between 1981 and 1983 and documented a 30 percent increase in births to Latino mothers. The D.C. Public School System is enrolling 40 to 50 new Latino children each month. Until the political situation in Central America becomes more stable, we can expect that people displaced by war at home will continue to be drawn to our nation's capital, and that such immigration and a high birth rate will cause the city's Latino community to keep growing rapidly.

Like the immigrant groups that have preceded them, the Central Americans who have managed to reach the District of Columbia are self-reliant; they are survivors. They are willing to work hard to support their families and to educate themselves and their children. The leadership of the city--and of this country--has the opportunity to help these newcomers remain independent. We can avoid developing a large, welfare-dependent underclass of second and third-generation Latinos, as has developed in New York City, if we take the necessary steps now to fulfill the purpose of D.C. Law 1-86 and help make the Latino community an integral part of the District of Columbia.

The Office on Latino Affairs is facing its biggest challenge. During the last year, representatives of the Latino community have joined forces with the D.C. Government to identify issues and problems that need to be addressed to cope with the increased need for services and to improve the quality of life for Latino residents. The community's recommendations stress increasing the accessibility of city services by providing bilingual/bicultural staff in critical positions and ensuring equal employment opportunity throughout city government for qualified Latinos. As a result of this process, the city has undertaken a Latino Initiative. We reviewed the community's recommendations, identified those that could be addressed using existing funds, and initiated a number of projects during FY 1986. The Recreation Department, for example, is making sure that more bilingual and bicultural staff are recruited for summer jobs so that more Spanish-speaking children can participate in summer day care and recreation programs. The Police Department increased its efforts to recruit bilingual/bicultural personnel and, in just six months, hired 50 new Latino officers and civilian employees--a hundred percent increase in Latino employment in the Department.

There are several important projects, however, that cannot be undertaken within existing agency budgets. For example, the city now has thousands of residents--adults and children--who speak only Spanish. As long as immigration continues at its present rate, we can expect to have many people residing in the city who will be unable to report a fire or call an ambulance until the 911 Emergency Service has full bilingual capability. To provide bilingual coverage on all shifts in its Communications Division, the Fire Department will need four additional bilingual staff positions. If the Public Health Service is to provide bilingual doctors and nurses in other community clinics to relieve the overwhelming demand on the Adams Morgan Clinic, new positions and programs must be created.

In all, fulfilling the mandate of D.C. Law 1-86 and achieving the goals of the Latino Initiative will require approximately $ 1.2 million. Most of these funds will be used to create new bilingual positions in agencies that need to increase their capability to serve the city's Latino residents. Other funds are allocated to developing bilingual informational and educational materials, providing cross-cultural training for existing agency staff, and supporting special outreach projects.

The Office on Latino Affairs has been named the lead agency to coordinate and monitor Latino Initiative projects during FY 1987. Therefore, the funds for positions and programs being initiated city-wide have been included in our FY 1987 budget. Positions will be established and projects implemented by other city agencies through written Intra-District Agreements and we will be able to carefully oversee the implementation process. This is a one-time request for my office. In FY 1988, these positions and programs will be incorporated in the appropriate D.C. government agency budgets.

We are, however, requesting an increased operating budget for the Office on Latino Affairs for FY 1987. A portion of this increase will allow us to incorporate directly into our budget three positions for staff already working for the Office on Latino Affairs under Intra-District or other funding arrangements . The balance reflects the increased responsibility the Office has taken on in leading the Latino Initiative. We will be directly responsible for an extensive bilingual education campaign, using audio-visual and print media to educate and inform the Latino community. In addition, we plan to hire an experienced Statistician and establish a citywide Latino data bank to begin documenting the size, composition and needs of the city's Latino residents. With the dramatic growth in the number of Latino residents in the past 10 years the city must accurately document the needs of the community if we are to develop and evaluate appropriate programs and services.

Ours is not the only city in the country adapting to a rapid increase in the number of Latinos residing within its limits. But, because the exponential growth of the community is so recent, we have a great opportunity to develop innovative approaches to working with the first generation of these young Latino families to ensure that the second and third generations remain as self-reliant as their parents and grandparents are now. We can show other cities ways to develop programs that ensure that Latino residents do not face language or cross-cultural barriers preventing them from receiving the essential services or taking advantage of the many opportunities the city offers all its residents. The Committee on Appropriations has supported our efforts in the past and I hope that you will continue to do so this year by approving the District of Columbia Government's Latino Initiative for FY 1987.

OFFICE ON LATINO AFFAIRS

QUESTION:
1. On page BZ-2 of your submission, you state that you have designed a "Latino Initiative" for fiscal year 1987 to expand the city's capacity to provide bilingual services to the growing Latino population. This initiative will coordinate and monitor expansion of bilingual service through intra-District agreements with the direct service delivery agencies of the District government. Fiscal year 1987 funding will be through this office, whereas, services developed under the initiative will become part of the ten ageencies' budgets.

1-a. Your request is for $1,219,000 to finance this initiative. Could you provide a breakdown as to how this funding will be spent, i.e., amount for salaries, supplies, etc.?

ANSWER:
1-a. $ 113,000 is allocated to Other Than Personnel Services: $ 69,000 for rent and utilities for two office locations--the Latino Employment Services Center and the Economic Development Assistance Program; $ 19,000 for training and coordination of family day care programs; $ 25,000 for development of materials, supplies and contractual services. $ 1,106,000 is allocated for the establishment of 40 new positions identified by the community and by the agencies involved as critical to developing increased capacity to deliver bilingual services.

QUESTION:
1-b. Since the ten direct service agencies will assume funding for services developed under this initiative in fiscal year 1988, can we assume that this is a one-time cost for your office?

ANSWER:
1-b. Yes. Our Office is mandated under D.C. Law 1-86 to work to ensure the equitable delivery of services to the city's Latino residents and to monitor the delivery of services to the community. The positions and services included in the Latino Initiative will substantially increase the city's ability to provide services to Spanish-speaking residents. We are funding these positions and services under intra-District agreements for the first year to ensure that the Office on Latino Affairs can play a strong role in making sure that the agencies do increase their capability to provide services to the Latino community.

QUESTION:
1-c. Do the agreements with the ten direct service agencies provide for their assuming the future costs associated with services developed under this initiative?

ANSWER:
1-c. Yes. Furthermore, during this first year, the agencies involved will be providing internal mid-quarterly reports to the Office on Latino Affairs and quarterly reports which the Mayor will provide to the Commission on Latino Community Development and a coalition of Latino residents so that the city and concerned residents can monitor development of the agencies' new services.

QUESTION:
1-d. Are these the only agencies that could benefit from this initiative? (What about Courts or Office of Emergency Preparedness?)

A substantial amount of analysis and planning has gone into developing the Latino Initiative. These 10 agencies need additional funds to create new positions to provide bilingual services. Other agencies are increasing bilingual capacity with existing funds. OLA continually advocates for the recruitment and hiring of bilingual staff as positions become vacant in direct service delivery programs.

The Office of Emergency Preparedness is currently recruiting for four bilingual positions for its new DC-Help telephone service for emergency assistance other than police, fire or ambulance. Because this is a new program with a number of job openings, the need for bilingual capacity can be addressed by recruiting bilingual staff at this time, within its current budget. OLA has also assisted the Courts in developing bilingual services. We worked with community groups and the City Council to secure funding for an Interpreters Services Program in the Superior Court which has been initiated this year.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code OFFICE ON LATINO AFFAIRS (BZ)

CONTROL CENTER: Name & Code LATINO INITIATIVE (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2001	13.1	Increase for Human Services Initiatives	40	...	...								...	+582	...	+582
		Subtotal Responsibility Center 2001											[...]	[+582]	[...]	[+582]
2002	13.2	Increase for Public Safety Initiatives	40	...	...								...	+223	...	+223
		Subtotal Responsibility Center 2002											[...]	[+223]	[...]	[+223]
2003	13.3	Increase for Economic Development and Regulation Initiatives	40	...	...								...	+297	...	+297
		Subtotal Responsibility Center 2003											[...]	[+297]	[...]	[+297]
2004	13.4	Increase for Governmental Direction and Support Initiatives	40	...	...								...	+117	...	+117
		Subtotal Responsibility Center 2004											[...]	[+117]	[...]	[+117]
		TOTAL CONTROL CENTER											...	+1,219	...	+1,219

GB11/85.1 *See Schedule 4a.

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2340

COMMISSION FOR WOMEN

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL FUND (100) COMMISSION FOR WOMEN (DP)

AGENCY: Name & Code COMMISSION FOR WOMEN

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	4	125	4	137	4	191	6	204	+2	+13
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	4	125	4	137	4	191	6	204	+2	+13
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	4	125	4	137	4	191	6	204	+2	+13
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	4		4		4		6		+2	
	Average CFT Salary	25		24		28		27		-1	
	Average All Other Employment	...		...		2		...		-2	
	Total Full-Time Equivalent (FTE) Employment	4		4		6		6		...	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	25		24		26		27		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The D.C. Commission for Women, established by D.C. Law 2-109, and the Commission for Women Act of September 22, 1978, conducts studies of socio economic issues that affect women and their families, such as homeless women, families in poverty, and women ex-offenders. The commission comments on procedures and activities that influence the ability of women to manage in the work place, or in the home. The commission provides an avenue for women's groups and organizations to coordinate efforts on specific issues important to women's role in society, and initiates and conducts programs to improve the status of women in the District of Columbia. The agency serves the interest of women when it drafts legislation, testifies before governmental bodies, and monitors administrative actions. It also advocates the steady and progressive improvement in the level of participation and involvement of women in community efforts and provides information about women's affairs.

The commission consists of 21 persons who represent the District's eight wards. The membership reflects the diversity of the population, ethnic background, and age. The members are appointed by the Mayor and confirmed by the Council. Members serve three-year terms without compensation. The commission meets monthly on priority concerns for the year, takes appropriate action, and prepares an annual report to the Mayor.

The agency continually broadens its base of influence with women's organizations by developing significant programs that will address the many concerns of women at public hearings, ward meetings, seminars, and conferences.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: GENERAL (100)
Name & Code

AGENCY: COMMISSION FOR WOMEN (DP)
Name & Code

FINANCIAL SUMMARY

The FY 1987 appropriated budget request is $204,000 and six continuing full-time positions, an increase of $13,000 and two continuing full-time positions above the FY 1986 level.

The personal services request is $177,000 an increase of $10,000, an no change in full-time equivalent employment. The requested increase includes $7,000 for the FY 1987 pay adjustment, and $3,000 for within-grade increases. In addition, $43,000 was redirected from other regular pay to regular pay to convert two term full-time positions to continuing full-time positions.

The nonpersonal services request is $27,000, an icrease of $3,000 from FY 1986. This amount will be allocated as follows: $1,000 for office supplies, $1,000 for communication due to inflation, and $1,000 for equipment.

PROGRAM IMPACTS

The requested FY 1987 funding will enable the commission to maintain and sustain its activities commensurate with its goals of improving the status of women in the District. Staff work will include identifying job and skill training opportunities and human support services for women ex-offenders, and apprenticeship opportunities and skills training for incarcerated women. Research activites will be conducted on the health and physical needs of homeless women. Economic initiatives will be directed toward providing support for women in business; cooperative efforts with women's groups and organizations will be strengthened and maintained so that strong and effective coalitions assist the homemaker, single parents, women in the workplace, and dependent women.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY1985	FY 1986	FY 1987
Women benefiting from self-help opportunities	...	12	25	30
Social justice research project on homeless women	...	...	25	30
Business development guide for women	50	100	200	225
Employment and training opportunities in the District	20	50	200	224
Programs and events honoring women who have brought about a change for women such as: Women's History Week, Women's Equality Day, Spanish Heritage Week, and Decade for Women	450	550	650	675
Outreach Neighborhood Meetings. Coalition building	75	200	500	575
Legislative initiatives	300	350	550	555

The agency has seven pertinent measures reflecting the commission's concerns for FY 1987. Emphasis is continously placed on increasing activities involving women's ability to achieve an adequate scale of living.

MR. CHAIRMAN AND MEMBERS OF THE HOUSE SUB-COMMITTEE ON THE DISTRICT OF COLUMBIA APPROPRIATIONS, I AM CAROL HILL LOWE, EXECUTIVE DIRECTOR OF THE DISTRICT OF COLUMBIA COMMISSION FOR WOMEN, APPOINTED BY THE COMMISSION WITH THE CONSENT OF THE MAYOR, ON JANUARY 2, 1986.

I AM PLEASED TO BE ASKED TO SUBMIT AN OPENING STATEMENT TO THE COMMITTEE IN SUPPORT OF THE FY 87 APPROPRIATION FOR THE D.C. COMMISSION FOR WOMEN.

THE COMMISSION FOR WOMEN IS AN ADVOCACY AGENCY --- NOT A DIRECT SERVICE PROVIDER. IT SPEAKS ON BEHALF OF A CONSTITUENCY OF 53% (336,800) OF THE DISTRICT'S OVERALL POPULATION OF WHICH MORE THAN 56% ARE WORKING WOMEN WITH CHILDREN UNDER THE AGE OF 6 AND 71% OF THE WOMEN WITH CHILDREN AGES 6 TO 17. IT ALSO REPRESENTS A LESS VISIBLE POPULATION OF WOMEN WHOSE FAMILIES LIVE IN POVERTY AND WHO ARE NOT ORGANIZED OR MEMBERS OF TRADITIONAL WOMEN'S GROUPS.

BECAUSE THE COMMISSION'S CONSTITUENCY ENCOMPASSES SUCH A COMPLEX DEMOGRAPHIC, SOCI-ECONOMIC, CULTURAL AND ETHNIC POPULATION, IT IS IMPERATIVE THAT THE COMMISSION CONTINUE TO FOSTER A DIRECT DIALOGUE AMONG WOMEN AND DECISION MAKERS AROUND THE ISSUES AND MULTI-FACETED PROBLEMS FACING WOMEN TODAY. I AM COMMITTED TO SERVING DC WOMEN EFFECTIVELY, EFFICIENTLY, AND COMPASSIONATELY IN OUR QUEST FOR EQUITY IN THE COMMUNITY AND IN THE WORKPLACE.

PAGE 2.

BUILDING UPON AN ACCOUNTABLE SYSTEM OF MANAGEMENT AND DAILY OPERATIONS WHICH I EXPECT TO ESTABLISH FOR FY 86, I EXPECT THE DC COMMISSION FOR WOMEN WILL DILIGENTLY PURSUE THE CHALLENGES OF THE FOLLOWING IN FY 87:

- o IDENTIFYING AND MOBILIZING NEW AND BROADER BASED CONSTITUENCIES;
- o BUIDING BRIDGES BETWEEN TRADITIONAL ORGANIZATIONS AND PROFESSIONAL GROUPS;
- o ACTIVATING COOPERATION AND COALITIONS AMONG COMMUNITY INSTITUTIONS;
- o CELEBRATING AND SHARING SIMILARITIES IN VALUES, CULTURES, AND AGES;
- o PROMOTING AND MAXIMIZING UNITY;
- o REINFORCING FAMILY AND INDIVIDUAL SUPPORT SYSTEMS AND CREATING NEW ONES;
- o BECOMING ROLE MODELS AND MENTORS FOR YOUNGER WOMEN;
- o DEVELOPING AND ENCOURAGING A VARIETY OF EDUCATION, TRAINING, AND JOB OPPORTUNITIES FOR WOMEN.

TO ACCOMPLISH THESE GOALS, THE COMMISSION IS REQUESTING IN ITS FY 1987 APPROPRIATED BUDGET $204,000 AND SIX CONTINUING FULL TIME POSITIONS, REPRESENTING AN INCREASE OF $13,000 FROM 1986 AND A CONVERSION OF 2 TEMPORARY POSITIONS TO CONTINUING FULL TIME STATUS. THE PERSONAL SERVICES REQUEST IS $117,000 AN INCREASE OF $10,000, WHICH INCLUDES $7,000 FOR THE 1987 PAY ADJUSTMENTS AND $3,000 FOR WITHIN GRADE INCREASE. THE NON-PERSONAL SERVICES REQUEST IS $27,000, AN INCREASE OF $3,000 FROM FY 1986. THIS AMOUNT IS ALLOCATED AS FOLLOWS: $1,000 FOR OFFICE SUPPLIES, $1,000 FOR COMMUNICATIONS DUE TO INFLATION AND $1,000 FOR EQUIPMENT.

THIS FY 1987 APPROPRIATION WILL ENABLE THE COMMISSION TO CONTINUE ITS INITIATIVES AND TO COMPLEMENT THE ACTIVITIES AND STRATEGIES OF OTHER WOMEN'S ORGANIZATIONS AND AGENCIES IN THE PROGRAM AREAS OF LEGISLATIVE AGENDAS, EMPLOYMENT AND TRAINING, CRIMINAL JUSTICE, AND PREVENTIVE HEALTH FOR DISTRICT WOMEN.

THE COMMISSION, EMPLOYES FIVE MAJOR PROGRAM FORMATS: LEGISLATIVE INITIATIVES; COMMUNITY BASED FORUMS; POLICY DIALOGUES AND ROUNDTABLE DISCUSSIONS WITH WOMEN'S GROUPS AND COALITIONS; PUBLIC TESTIMONIES; DEBATES AND EDUCATIONAL CONFERENCES ON SPECIAL ISSUES.

LEGISLATION

THE LEGISLATIVE COMMITTEE OF THE COMMISSION FOR WOMEN CONTINUES TO REVIEW, RESEARCH, COMMENT UPON, MONITOR BILLS, REGULATIONS, AND RULES THAT IMPACT UPON THE QUALTIY OF LIFE FOR WOMEN. WE WILL CREATE A MORE OPEN REVIEW, PARTICIPATION, AND ANALYSIS BY COALESCING WITH OTHER COMMUNITY BASED AND PROFESSIONAL GROUPS WITH SIMILAR GOALS. ONE AVENUE WE WILL PURSUE IS AN EXPANDED PARTICIPATION IN FORUMS, DEBATES, AND ROUNDTABLE DISCUSSIONS IN ORDER TO STRENGTHEN OUR CAPACITY TO INFLUENCE LEGISLATION.

EMPLOYMENT AND TRAINING

WHILE THE COMMISSION ACCEPTS THE REALITY OF THE NEED FOR INCOME MAINTENANCE PROGRAMS FOR CERTAIN GROUPS OF RECIPIENTS, WE ALSO RECOGNIZE THE NEED FOR JOB TRAINING/PLACEMENT, DAY-CARE, AND TRANSPORTATION SUBSIDIES. THESE SUBSIDIES ARE ESSENTIAL TO ACQUIRING SELF-SUFFICIENCY. WE ARE ALSO COGNIZANT OF THE DISPARTIES OF WAGES IN THE LABOR MARKET BASED ON SEX AND RACE THAT LIMIT INDEPENDENCE, CHOICES, AND PROHIBIT ADEQUATE HOUSING IN PARTICULAR. EXISTING MODELS OF SELF SUFFICIENCY MUST BE CAREFULLY SCRUTINIZED AND EVALUATED. THE COMMISSION INTENDS TO PLAY A VERY ACTIVE ROLE IN THIS REVIEW OF SOCIAL WELFARE REFORM.

IN ADDITION TO OUR TARGETS OF EMPLOYMENT, EDUCATION AND TRAINING OPPORTTUNITIES FOR WOMEN, THE COMMISSION CONTINUES TO ADVOCATE NON-TRADITIONAL CAREERS FOR WOMEN.

CRIMINAL JUSTICE

THE COMMISSION HAS A STAKE IN THE PUBLIC STRUGGLE AND ACCEPTANCE OF COMMUNITY BASED RESIDENTIAL FACILITIES IN NEIGHBORHOODS. A DISPROPORTIONATE NUMBER OF WOMEN ARE REPRESENTED IN SUCH SPECIAL CATEGORIES AS: HOMELESS, SINGLE HEADS OF HOUSEHOLDS, ABUSED ADULTS, THE MENTALLY ILL AND EX-

OFFENDERS. AS WE CONTINUE TO LOOK AT THE ELEMENTS OF THE CRIMINAL JUSTICE SYSTEM AS ITS AFFECTS WOMEN AND THEIR FAMILIES, THE COMMISSION CAN PLAY A KEY ROLE IN DEVELOPING VIABLE OPTIONS TO INSTITUTIONALIZATION AND CAN RECOMMEND STRATEGIES FOR COMMUNITY INTEGRATION. HOWEVER, THE AVAILABILITY OF SUPPORT SYSTEMS FOR THESE CATEGORIES OF WOMEN IS CRITICAL TO THE WELL BEING OF THESE WOMEN AND TO THE SURVIVAL OF THE COMMUNITIES IN WHICH THEY MAY LIVE AND FUNCTION.

PREVENTIVE HEALTH

LIKE OUR COUNTERPART COMMISSIONS IN OTHER STATES, WE HAVE BEEN CONCERNED WITH OCCUPATIONAL HEALTH AND SAFETY ISSUES THAT AFFECT WOMEN IN THE WORKPLACE. WORKING WITH UNION RESEARCHERS, DOCTORS, LAWYERS, AND OTHER ADVOCATES, THE COMMISSION IS PRESENTLY ENGAGED IN DISCUSSION TO IDENTIFY AND ANALYZE THE IMPACT OF VIDEO DISPLAY TERMINALS ON THE HEALTH OF WOMEN.

THE COMMISSION IS SENSITIVE TO THE ISSUE OF TEENAGE PREGNANCY AND THEREFORE INTENDS TO ESTABLISH A DIALOGUE AMONG THOSE INFORMED SERVICE PROVIDERS WHO HAVE BEEN WORKING ON THE PROBLEM OVER THE LONG TERM AND WHO CAN HOPEFULLY MAKE A POSITIVE IMPACT ON THE PROBLEM.

THERE ARE INVALUABLE OPPORTUNITIES FOR THE COMMISSION FOR WOMEN TO BRING TOGETHER ORGANIZATIONS WHO HAVE NOT BEEN A PART OF THE NET-WORK OF WOMEN'S GROUPS, ENABLE IT TO WORK MORE CLOSELY WITH WOMEN AT THE NEIGHBORHOOD LEVEL AND BRING INTO ITS SPHERE OF ACTIVITIES THE WOMEN OF THE HISPANIC AND ASIAN COMMUNITIES.

WITH THE NECESSARY FUNDING AND APPROPRIATE STAFF SUPPORT, THE COMMISSION FOR WOMEN CAN MOVE MORE EFFECTIVELY TOWARD ACCOMPLISHING ITS MISSION TO IMPROVE THE STATUS OF WOMEN AND THEIR FAMILIES IN THE DISTRICT OF COLUMBIA.

THANK YOU.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: GENERAL (100)
Name & Code

AGENCY: COMMISSION FOR WOMEN (DP)
Name & Code

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Commission for Women	4	137	4	191	6	204	+2	+13							6	204
	TOTAL AGENCY	4	137	4	191	6	204	+2	+13							6	204
11	Regular Pay		92		110		162		+52								162
12	Other Regular Pay		...		43		...		-43								...
13	Additional Gross Pay		4		...		...		...								...
14	Fringe Benefits		9		14		15		+1								15
	TOTAL PERSONAL SERVICES		105		167		177		+10								177
20	Supplies		3		3		4		+1								4
30a	Energy		...		...		...		...								...
30b	Communications		3		3		4		+1								4
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		25		15		15		...								15
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		1		3		4		+1								4
	TOTAL NONPERSONAL SERVICES		32		24		27		+3								27
	TOTAL AGENCY		137		191		204		+13								204
	Average CFT Employment		4		4		6		+2								6
	Average CFT Salary		24		28		27		-1								27
	Average All Other Employment		...		2		...		-2								...
	Total FTE Employment		4		6		6		...								6
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		24		26		27		+1								27

OBJECT CLASS DETAIL

PERSONNEL SUMMARY

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code COMMISSION FOR WOMEN (DP)

CONTROL CENTER: Name & Code COMMISSION FOR WOMEN (DP)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		COMMISSION FOR WOMEN														
		Redirections														
	1.1	Redirections-out from Other Regular Pay to convert two term full-time positions to continuing full-time positions	12	...	43			...	-43						...	-43
	1.2	Redirections-in to Regular Pay to convert two term full-time positions to continuing full-time positions	11	...	...			...	+43						...	+43
		Increases														
	2.0	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	....								...	+1	...	+1
	3.0	Increase for within grades	11	...	....								...	+3	...	+3
	4.0	Conversion of two term full-time positions to continuing full-time positions														
		a. DS-11 Program Assistant	11	...	....							12	+1	...	+1	...
		b. DS-9 Legislative Assistant	11	...	....							12	+1	...	+1	...
	5.0	Increase for office supplies	20	...	3								...	+1	...	+1
	6.0	Increase for communication inflation	30b	...	3								...	+1	...	+1
	7.0	Increase for office equipment	70	...	3								...	+1	...	+1
		Subtotal Responsibility Center 1000						[...]	[...]				[+2]	[+13]	[+2]	[+13]
		TOTAL CONTROL CENTER						...	...				+2	+13	+2	+13

OB11/85.1 *See Schedule 4a.

D.C. ENERGY OFFICE

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: GENERAL (100)
Name & Code

AGENCY: DISTRICT OF COLUMBIA ENERGY OFFICE (JF)
Name & Code

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	2,837	...	2,908	10	3,212	10	3,238	...	+26
	Federal Funds	28	8,845	37	9,181	37	7,764	37	6,530	...	-1,234
	Private & Other Funds	4	521	4	530	4	286	4	107	...	-179
	SUBTOTAL EXPENDITURES	32	12,203	41	12,619	51	11,262	51	9,875	...	-1,387
	Intra-District Sales	...	2	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	32	12,205	41	12,619	51	11,262	51	9,875	...	-1,387
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	...		...		10		10		...	
	Average CFT Salary	...		...		30		32		2	
	Average All Other Employment	42		51		41		44		3	
	Total Full-Time Equivalent (FTE) Employment	37		51		51		54		3	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	23		21		26		25		1	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The District of Columbia Energy Office (DCEO) was established by D.C. Law 3-132, the Office of Energy Act of 1980, to coordinate energy activities in the District of Columbia. The office prepares energy plans and identifies energy issues and their impact on the public health, welfare, and economy of the District. The office reviews the public policy implications of federal energy programs, prepares energy supply and demand forecasts, develops energy conservation and renewable energy resource programs, prepares energy emergency contingency plans, and participates in various proceedings before the Public Service Commission. In addition, the office operates the Low Income Home Energy Assistance Program, the Complementary Energy Assistance Program, the Energy Extension Service, the Institutional Conservation Program, the State Energy Conservation Program, and the Residential Conservation Service. The office also provides staff support for the Citizens Energy Advisory Committee, the Energy Subcommittee of the Building Code Advisory Committee, and the Mayor's Schools and Hospital Advisory Committee.

The office administers the Complementary Program Relationship for Recipients of Aid to Families With Dependent Children Emergency Act of 1982 (D.C. Law 4-101), which provides funds to recipients and prevents duplication of other assistance programs. Presently, the District of Columbia Energy Office administers 13 programs, totaling nearly $11 million, 85 percent of which is channeled to the community in the form of assistance payments, small grants, and contracts for direct client services, and interagency agreements. It is estimated that the office reaches 100,000 citizens each year through its various activities. The office has integrated energy assistance and energy conservation programs to help low-income citizens pay their energy bills and reduce their energy consumption.

OBII/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: GENERAL (100)
Name & Code

AGENCY: DISTRICT OF COLUMBIA ENERGY OFFICE (JF)
Name & Code

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $3,238,000 and 10 continuing full-time positions, an increase from FY 1986 of $25,000 and no change in continuing full-time positions.

The personal services request is $420,000, an increase of $83,000, and 3 full-time equivalent employees. The personal services request includes a total within-grade increase of $5,000, a total pay adjustment increase of $14,000, and an increase of $64,000 for 3 additional temporary full-time equivalent employees.

The nonpersonal services request is $2,818,000, a net decrease of $57,000. The nonpersonal service request includes an increase in Communications of $2,000. The other services and charges request reflects a net decrease of $23,000 from FY 1986; this represents a base reduction for contractual services of $23,000. The Subsidies and Transfers request is a decrease of $28,000. The Equipment and Equipment Rental request reflects a decrease of $8,000.

Nonappropriated Budget Request

The estimated nonappropriated budget request for the D.C. Energy Office is $6,637,000 and 41 temporary full-time equivalent employees. Federal revenue expected for the D.C. Energy Office will be $6,530,000. The State Energy Conservation Program will provide $150,000 to promote energy conservation. The Energy Extension Service will provide $105,000 to assist small energy consumers to adopt techniques and technologies that save energy. The Institutional Conservation Program will provide $30,000 to administer the disbursement of funds to improve the energy efficiency of public service institutions. The Low Income Home Energy Assistance Program will provide $6,245,000 to assist eligible households to meet the cost of home energy.

The D.C. Energy Office expects to receive $107,000 in private and other revenues in FY 1987. This represents no change from FY 1986. The major portion of these revenues will be derived from oil company litigation proceeds, which will in turn be used to support programs designated by P.L. 7-377, Section 155. The D.C. Energy Office was designated by the Mayor to administer proceeds from the U.S. Department of Energy as a result of successful litigation proceedings resulting from noncompliance with petroleum pricing regulations. The Residential Aid Rider program will provide approximately $1,000 to the D.C. Energy Office for administering the utility bill assistance program.

PROGRAM IMPACTS

The requested FY-1987 funding for the Complementary Energy Assistance Program and the D.C. Energy Office will provide for the efficient service delivery to clients and to address the specific needs of the District which cannot be met through the use of federal grant funds, as mandated by D.C. Law 3-132 and D.C. Law 4-101.

Continued operation of programs within existing resources will be provided. Approximately 550 homes will be able to be retrofitted with energy conservation devices. Almost 6,000 units will be audited for energy efficiency; and almost 15,000 people will visit the office and receive information on energy conservation methods. The office will continue to address the issues of conservation and will provide District residents with information and refferals on how to reduce consumption and decrease their fuel bills.

The requested FY 1987 funding will provide basic resources for the program functions, e.g., salaries, printing, mailing and most importantly, a data processing service for client eligibility determinations, recordkeeping, and benefit disbursements. The amounts requested will enable the D.C. Energy Office to adequately address projected energy needs for fiscal year 1987.

OB11/85.1

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE; AS DIRECTOR OF THE DISTRICT OF COLUMBIA ENERGY OFFICE, IT IS A PLEASURE TO PRESENT TO YOU OUR BUDGET REQUEST FOR FISCAL YEAR 1987. IT IS A BUDGET WHICH WE BELIEVE PROVIDES THE FINANCIAL RESOURCES NECESSARY TO SUSTAIN OUR EFFORTS TO ACHIEVE OUR OVERALL GOAL - TO WORK TOWARD PERMANENT ENERGY EFFICIENCY FOR THE DISTRICT, WHILE IN THE SHORT-TERM, PROVIDING MAXIMUM APPROPRIATE ASSISTANCE TO THOSE RESIDENTS MOST VULNERABLE TO ENERGY PROBLEMS.

IN ORDER TO SET THE FRAMEWORK FOR MY REMARKS ON THE PROPOSED FY 1987 DCEO BUDGET, I WOULD FIRST OF ALL LIKE TO STATE THAT, AS MANDATED BY D.C. LAW 3-132, IT IS THE MISSION OF THE D.C. ENERGY OFFICE TO PROVIDE CENTRALIZED PLANNING, COORDINATION, AND ADMINISTRATION OF ALL PROGRAMS AND ACTIVITIES OF THE DISTRICT GOVERNMENT, WHICH AFFECT ENERGY UTILIZATION, ENERGY CONSERVATION, ENERGY ASSISTANCE AND THE USE OF ALTERNATIVE ENERGY RESOURCES.

IT IS THE PHILOSOPHY OF THE D.C. ENERGY OFICE THAT ENERGY CONSIDERATIONS HAVE SIGNIFICANT SOCIAL, ECONOMIC AND GOVERNMENTAL IMPLICATIONS FOR THE DISTRICT OF COLUMBIA; THAT ENERGY CONSERVATION AND RENEWABLE ENERGY RESOURCES ARE MEANS, NOT ENDS - MEANS TO PROVIDE MORE EFFICIENT USES OF SCARCE FINANCIAL RESOURCES, TO EXPAND EMPLOYMENT OPPORTUNITIES, AND TO FOSTER ECONOMIC DEVELOPMENT; THAT THE DISTRICT MUST SOLVE ITS ENERGY PROBLEMS IN A WAY THAT IS EQUITABLE TO ALL SECTORS AND INCOME

GROUPS OF THE CITY; THAT, IN PARTICULAR, THE DISTRICT'S ELDERLY, WORKING POOR, AND THOSE WITH LOW OR FIXED INCOMES MUST BE PROTECTED FROM THE DISPROPORTIONATELY HEAVY BURDEN ON THEIR INCOME DUE TO ENERGY PRICES; THAT THE LOGIC OF COMBINING ENERGY CONSERVATION AND RENEWABLE ENERGY RESOURCE ACTIVITIES WITH ENERGY ASSISTANCE PROGRAMS IS COMPELLING - THE SOCIO-ECONOMIC BENEFITS THAT THIS APPROACH CREATES FOR THE LOW-INCOME POPULATION, IN TERMS OF ADDED BENEFITS AND INCREASED DISPOSABLE INCOME, OR FOR THE GOVERNMENT TREASURY, IN TERMS OF REDUCED EXPENDITURES, ARE SIGNIFICANT.

IN THE PERFORMANCE OF OUR FUNCTIONS, THE ENERGY OFFICE HAS A FOURFOLD MANDATE:

1. DEVELOP AND IMPLEMENT A COMPREHENSIVE ENERGY PLAN, POLICY AND PROGRAM FOR THE DISTRICT OF COLUMBIA;
2. PROVIDE EFFECTIVE MANAGEMENT OF THE ENERGY FUNCTIONS OF THE D.C. GOVERNMENT;
3. DEVISE AN EMERGENCY SHORTAGE CONTINGENCY PLAN; AND
4. ENSURE THE FULL AND EFFECTIVE PUBLIC PARTICIPATION OF OUR CITIZENS IN THE ABOVE ITEMS.

THE OFFICE CONTINUES TO CARRY OUT THESE ACTIVITIES RELATIVE TO THE FOUR SUBPARTS OF THE OFFICE MANDATE:

1. COMPREHENSIVE ENERGY PLAN, POLICIES AND PROGRAMS--
    - THE DISTRICT'S FIRST COMPREHENSIVE ENERGY PLAN (CEP) HAS BEEN COMPLETED IN FINAL DRAFT AND IS SCHEDULED FOR RELEASE NEXT MONTH.
    - THE DCEO IS STRUCTURED ORGANIZATIONALLY FOR FY'86 TO IMPLEMENT CEP MEASURES IN THESE TARGET SECTORS:

        * RESIDENTIAL PROGRAMS
        * CITIZENS ENERGY RESOURCES
        * D.C. GOVERNMENT
        * ENERGY REGULATORY AFFAIRS

    - THE DCEO HAS OPERATED FEDERAL GRANT PROGRAMS THAT ENABLE THE RESIDENTIAL, COMMERCIAL, AND TRANSPORTATION SECTORS OF OUR SOCIETY TO BECOME MORE ENERGY EFFICIENT.

        * STATE ENERGY CONSERVATION PROGRAM (SECP)
        * ENERGY EXTENSION SERVICE (EES)
        * INSTITUTIONAL CONSERVATION PROGRAM (ICP)

- THE ENERGY REGULATORY AFFAIRS DIVISION (ERAD) OF THE DCEO HAS, CONSISTENT WITH OUR LEGAL MANDATE TO "RECOMMEND CHANGES IN ENERGY PRICING AND RATE SCHEDULES THROUGH FORMAL INTERVENTION BEFORE THE DC PUBLIC SERVICE COMMISSION" (D.C. LAW 3-132, SECTION 5, (D) (15)), INTERVENED IN NUMEROUS PSC CASES; IT IS ALSO INVOLVED IN IMPLEMENTING THE REQUIREMENTS OF D.C. LAW 1-123, AS AMENDED, BY ADMINISTERING THE ACTIVITIES OF THE GAS STATION ADVISORY BOARD AND COORDINATING THESE ACTIVITIES WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

2. D.C. GOVERNMENT ENERGY MANAGEMENT--
   - A FACILITIES ENERGY MANAGEMENT PLAN (EMP) (PART OF THE CEP) HAS BEEN ASSEMBLED AND IS NOW BEING CARRIED OUT. THIS WILL ENABLE US TO WORK MORE CLOSELY WITH ALL AGENCIES IN KEEPING DOWN ENERGY USAGE AND COST.
   - MILLIONS OF DOLLARS HAVE BEEN SAVED WITHIN THE D.C. GOVERNMENT SINCE FY 1981 AS A RESULT OF FUNDS AND TECHNICAL ASSISTANCE PROVIDED BY THE DCEO FOR ENERGY CONSERVATION MEASURES IN SUCH AREAS AS FLEET MANAGEMENT, PROCUREMENT, FACILITIES ENERGY MANAGEMENT, AND AUTOMATED POWER MANAGEMENT SYSTEMS.
   - THE DCEO HAS ACTIVELY PROMOTED OTHER CONSERVATION PROGRAMS SUCH AS WEATHERIZATION OF PUBLIC HOUSING, USED OIL RECYCLING, WASTE PAPER RECOVERY AND AUDITS OF ALL D.C. GOVERNMENT BUILDINGS.

3. CONTINGENCY PLANS--

- SUCCESSFUL DEVELOPMENT AND MANAGEMENT OF PROGRAMS IN AN EMERGENCY SITUATION HAS HAPPENDED, SUCH AS IN THE "LINE OF FIRE" OF THE '79 GASOLINE SHORTAGE, WHEREIN THROUGH THE COUNCIL OF GOVERNMENTS, WE TOOK THE LEAD IN THE TRI-STATE REGION IN ADDRESSING THE EMERGENCY SUCCESSFULLY. CONTINGENCY PLANS HAVE SINCE BEEN UPDATED FOR PETROLEUM SHORTAGES, AND ARE REFERENCED IN THE CEP.

4. CITIZEN INVOLVEMENT--

- THE CITIZENS ENERGY ADVISORY COMMITTEE (CEAC) CONTINUES TO MEET ITS STATUTORY CHARGE OF ADVISING OUR OFFICE-- AND THE ENTIRE D.C. GOVERNMENT, ON HOW TO MAKE OUR CITY MORE ENERGY EFFICIENT.
- WE REGULARLY HOLD COMMUNITY FORUMS, ENERGY CONSERVATION WORKSHOPS, AND ATTEND ANC AND OTHER MEETINGS UPON REQUEST IN ORDER TO DISCUSS ENERGY ISSUES; WE SCHEDULE PUBLIC HEARINGS ON DCEO ACTIVITIES AS APPROPRIATE, E.G., TO ELICIT RESPONSES TO OUR COMPREHENSIVE ENERGY PLAN.
- WE CONTINUE TO CONVENE CITIZEN ADVISORY GROUPS ON LOW INCOME NEEDS, SOLAR, RCS, AND THE "SCHOOLS AND HOSPITALS" PROGRAM (OFFICIALLY REFERRED TO AS THE INSTITUTIONAL CONSERVATION PROGRAM OR "ICP").

THE PROGRAMS CARRIED OUT OR COORDINATED BY THE D.C. ENERGY OFFICE OVER THE PAST FEW YEARS HAVE HAD A SIGNIFICANT AMOUNT OF SUCCESS:

- NEARLY $35 MILLION HAS BEEN DISTRIBUTED TO THE LOW INCOME RESIDENTS OF OUR CITY TO HELP THEM KEEP UP WITH THE COST OF ENERGY.

- APPROXIMATELY $25 MILLION WAS SAVED WITHIN THE D.C. GOVERNMENT AS A RESULT OF OUR VARIOUS ENERGY-EFFICIENT STRATEGIES, KEY AMONG WHICH INVOLVED SAVING FUEL COSTS IN DISTRICT GOVERNMENT BUILDINGS AND GASOLINE COSTS FOR OUR FLEET VEHICLES.

- ALMOST $4 MILLION IN MATCHING GRANTS HAVE BEEN HANDED OUT TO QUALIFYING SCHOOLS, HOSPITALS, AND PUBLIC CARE INSTITUTIONS SINCE 1979. THESE FUNDS PROVIDE FOR ENERGY AUDITS, TECHNICAL ASSISTANCE, AND ENERGY CONSERVATION MEASURES TO INCREASE THE ENERGY EFFICIENCY OF THESE INSTITUTIONS.

- THE D.C. ENERGY EXTENSION SERVICE AFFORDS THESE SERVICES TO D.C. CITIZENS.

-- WORKSHOPS ON HOW TO LIVE, WORK AND DRIVE MORE ENERGY-EFFICIENTLY

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA ENERGY OFFICE (JF)

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Energy Extension Service Workshop participants	8,000	12,000	12,000	12,000
Energy Information Center visitors	12,000	15,000	15,000	15,000
Small Grant awards	25	25	25	25
Energy Savings (trillion BTUs)	45	50	55	55
Residential Conservation Service audits	2,500	3,000	3,500	6,000
Low Income Home Energy Assistance Program Clients Served	22,788	23,200	25,600	26,800
Energy conservation kits distributed	3,000	2,000	2,000	*
Burner repairs and retrofits	180	200	250	450
Complementary Energy Assistance Program monthly caseload	2,454	2,551	2,815	2,800
Energy Bank grants/loans	...	500	500	500

The services of the D.C. Energy Office and the Complementary Energy Assistance Program are measured in part by the number of residents who participate in the Energy Extension Service Workshops. While the residents are participating in the workshops, they visit the Energy Information Center, therefore, the number of visitors is expected to equal the number of workshop participants, plus walk-in visitors. The services of the office also are measured by the number of small grants awarded to District residents and community organizations and by the number of British Thermal Units saved annually by District consumers.

The office assures the effective operation and administration of the D.C. Residential Conservation Service by ensuring that the utility companies conduct at least 2,000 audits per year. The office anticipates exceeding the number of audits performed in FY 1986 due to an increased ability by the utilities to perform individual audits in a timely and efficient manner, and due to an increased emphasis on this program within the office.

Another measure is the number of energy assistance payments made to Low Income Home Energy Assistance Program (LIHEAP) and Complementary Energy Assistance Program (CEAP) clients. The number of LIHEAP clients is expected to increase by 1,200 and the number of CEAP clients is expected to remain stable.

The distribution of energy conservation kits will be discontinued in FY 1987 due to a revision of the former LIHEAP:EM-15 measures. Instead of distributing conservation kits to District residents, for self installment, the kits will be provided along with the burner repairs and retrofits by professional agents. The number of burner repairs and retrofits will increase from FY 1986 as a result of the consolidation of the LIHEAP:EM-15 program within the Energy Bank program, and an increase in the number of homes that will be served. The LIHEAP:EM-15 measures and the Energy Bank measures were combined to provide a comprehensive and efficient program. The Energy Bank program will also continue to issue grants and loans to residents.

OB11/85.1

* Program combined with LIHEAP and the Energy Bank in FY 1987

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND (Name & Code): GENERAL (100)

AGENCY (Name & Code): DISTRICT OF COLUMBIA ENERGY OFFICE (JF)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	D.C. Energy Office	...	558	8	598	8	583	...	-15	37	6,530	4	107			49	7,220
20	Complementary Energy Assistance Program	...	2,350	2	2,614	2	2,655	...	+41	...	...	...	...			2	2,655
	TOTAL AGENCY	...	2,908	10	3,212	10	3,238	...	+26	37	6,530	4	107			51	9,875
OBJECT CLASS DETAIL 11	Regular Pay		...		305		321		+16		...		...				321
12	Other Regular Pay		311		...		58		+58		898		98				1,054
13	Additional Gross Pay		7		...		...		...		...		...				...
14	Fringe Benefits		32		32		41		+9		90		9				140
	TOTAL PERSONAL SERVICES		350		337		420		+83		988		107				1,515
20	Supplies		6		8		8		...		12		...				20
30a	Energy		...		1		1		...		2		...				3
30b	Communications		19		9		11		+2		36		...				47
30c	Building Rent		...		...		...		...		100		...				100
40	Other Services & Charges		200		119		96		-23		829		...				925
50	Subsidies & Transfers		2,242		2,725		2,697		-28		4,500		...				7,197
60	Land & Buildings		...		...		...		...		...		...				...
70	Equipment & Equipment Rental		91		13		5		-8		63		...				68
	TOTAL NONPERSONAL SERVICES		2,558		2,875		2,818		-57		5,542		...				8,360
	TOTAL AGENCY		2,908		3,212		3,238		+26		6,530		107				9,875
PERSONNEL SUMMARY	Average CFT Employment		...		10		10		...								10
	Average CFT Salary		...		30		32		+ 2								32
	Average All Other Employment		10		...		3		+ 3		37		4				44
	Total FTE Employment		10		10		13		+ 3		37		4				54
	Overtime & Other Pay FTE Employment		...		...		...		...		...		...				...
	Average FTE Salary		31		30		29		- 1		24		24				25

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER **7**

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DISTRICT OF COLUMBIA ENERGY OFFICE (JF)

CONTROL CENTER: (Name & Code) D.C. ENERGY OFFICE (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1100		D.C. ENERGY OFFICE														
		Base Reduction														
	1.0	Reduction for nonrecurring contractual services	40	...	23	...	-23								...	-23
	2.0	Reduction for nonrecurring equipment and equipment rental	70	...	8	...	-8								...	-8
		Increases														
	4.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	5.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	7.1	Increase for Communications	30	...	6								...	+1	...	+1
		Subtotal, Responsible Center 1100				[...]	[-31]	...	...	...	...		[...]	[+16]	[...]	[-15]
		TOTAL CONTROL CENTER				...	-31	...	...	...	...		...	+16	...	-15

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA ENERGY OFFICE (JF)

CONTROL CENTER: Name & Code COMPLEMENTARY ENERGY ASSISTANCE PROGRAM (20)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2100		COMPLEMENTARY ENERGY ASSISTANCE PROGRAM														
		Base Reduction														
	3.0	Reduction for nonrecurring subsidies and transfer	50	...	2,500	...	-28								...	-28
		Increases														
	4.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+2	...	+2
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	5.2	Increase for FY 1987 within grades	11	...	...								...	+1	...	+1
	6.0	Increase for three DS-07 Clerks (TFT)														
		a. Regular Pay-Other	12	...	...							9	....	+58	...	+58
		b. Fringe Benefits	14	...	...								...	+6	...	+6
	7.2	Increase for communications	30	...	3								...	+1	...	+1
		Subtotal, Resp. Center 2100				[...]	[-28]						[...]	[+69]	[...]	[+41]
		TOTAL CONTROL CENTER				...	-28						...	+69	...	+41

*See Schedule 4a.

-- AUDITS AND TECHNICAL ASSISTANCE TO SMALL BUSINESS ENTREPRENEURS TO MAKE THEM MORE ENERGY-EFFICIENT AND ECONOMICALLY VIABLE

-- SMALL GRANTS FOR INNOVATIVE NEIGHBORHOOD PROJECTS THAT PROMOTE ENERGY EFFICIENCY

-- LITERATURE, SLIDE SHOWS AND A LIBRARY, WITH MATERIALS IN SPANISH AND INDOCHINESE TO EDUCATE OUR CITIZENS

- THE D.C. ENERGY HOTLINE (724-2100) HAS HANDLED BETWEEN 60-80,000 CALLS EACH YEAR SINCE 1982.
- MORE THAN $1.5 MILLION OF ENERGY BANK GRANTS HAVE BEEN AWARDED TO DISTRICT COMMUNITY-BASED ORGANIZATIONS; AGREEMENTS HAVE BEEN REACHED WITH D.C. CREDIT UNIONS AND THE STAGE IS NOW SET TO CARRY OUT THE LOAN PORTION OF THE ENERGY BANK PROGRAM SUCCESSFULLY.
- APPROXIMATELY 2,500 OF THE DISTRICT'S "WORKING POOR" ARE NOW RECEIVING ASSISTANCE UNDER THE CEAP, ASSISTANCE WHICH HELPS THEM REMAIN CONTRIBUTING MEMBERS OF THE DISTRICT'S ECONOMY.

THE FY 1987 APPROPRIATED BUDGET REQUEST OF THE DCEO IS $3,238,000, AND INCREASE OF $26,000 FROM THE FY 1986 BUDGET. THE REQUEST REFLECTS FUNDING FOR 13 CONTINUING FULL-TIME POSITIONS, AN INCREASE OF 3 POSITIONS ABOVE THE FY 1986 AUTHORIZED LEVEL.

THESE POSITIONS ARE REQUIRED TO PROVIDE STAFF SUPPORT TO THE CEAP IN ORDER TO PROVIDE INTAKE SERVICES FOR THE RESTRUCTURED PROGRAM.

THE BUDGET REQUEST FOR THE COMPLEMENTARY ENERGY ASSISTANCE PROGRAM (CEAP) AND THE D.C. ENERGY OFFICE ARE NECESSARY FOR THE EFFICIENT SERVICE DELIVERY TO CLIENTS AND TO ADDRESS THE SPECIFIC NEEDS OF FUNDS, AS MANDATED BY D.C. LAW 3-132 AND D.C. LAW 4-101.

THEY PROVIDE BASIC RESOURCES FOR THE PROGRAM FUNCTIONS, I.E., SALARIES, PRINTING, MAILING, AND MOST IMPORTANT, DATA PROCESSING SERVICE FOR CLIENT ELIGIBILITY DETERMINATIONS, RECORDKEEPING, AND BENEFIT DISBURSEMENTS. THE AMOUNTS REQUESTED ENABLE THE D.C. ENERGY OFFICE TO ADDRESS PROJECTED ENERGY NEEDS FOR FISCAL YEAR 1987. IN ADDITION, THE APPROPRIATED FUNDS PROVIDED IN OBJECT CLASS 50 OF THE D.C. ENERGY OFFICE CONTROL CENTER ALLOW FOR THE CONTINUATION OF THE ENERGY BANK PROGRAM; THIS PROGRAM WAS ESTABLISHED IN FY 1984 TO PROVIDE FUNDS FOR GRANTS AND LOANS TO LOW AND MODERATE INCOME FAMILIES IN THE DISTRICT OF COLUMBIA IN ORDER TO ASSIST THEM IN FINANCING NEEDED ENERGY CONSERVATION MEASURES FOR THEIR HOMES, THEREBY REDUCING THEIR LONG-TERM ENERGY NEEDS AND DECREASING THEIR DEPENDENCE ON ENERGY ASSISTANCE PAYMENTS.

ALTHOUGH IT HAS BEEN ESTIMATED THAT THE NEED FOR ENERGY CONSERVATION IN LOW AND MODERATE INCOME FAMILIES TOTALS APPROXIMATELY $160,000,000 (80,000 ELIGIBLE CLIENTS AT AN AVERAGE COST OF $2,000 PER HOME), THE REQUEST FOR $225,000 IN APPROPRIATED DOLLARS FOR THIS PROGRAM REPRESENTS A REALISTIC APPROPRIATED DOLLAR AMOUNT WHICH COULD BE EXPENDED DURING THE TWELVE MONTHS OF FY 1986. IT SHOULD BE NOTED THAT THIS $225,000 IN APPROPRIATED FUNDS COULD BE MATCHED DOLLAR-FOR-DOLLAR WITH FUNDS FROM THE LOW INCOME HOME ENERGY ASSISTANCE PROGRAM'S ENERGY MANAGEMENT: FIFTEEN COMPONENT AND WITH FUNDS EXPECTED FROM OIL LITIGATION SETTLEMENTS. FURTHERMORE, THE ENERGY BANK PROGRAM ENCOURAGES PARTICIPATING COMMUNITY ORGANIZATIONS TO UTILIZE OTHER PUBLIC AND PRIVATE FUNDS TO SUPPLEMENT THE FUNDS AVAILABLE THROUGH THIS PROGRAM.

THESE APPROPRIATED DOLLARS ARE CRITICAL TO THE CONTINUED SUCCESS OF THE DISTRICT'S ENERGY PROGRAMS, PARTICULARLY WHEN WE HAVE ACCOMPLISHED SO MUCH SO FAR.

I TRUST THAT THIS MATERIAL HAS PROVIDED THE INFORMATION YOU NEED. I AM AVAILABLE TO ANSWER ANY ADDITIONAL QUESTIONS YOU MAY HAVE.

FY 1987 BUDGET REQUEST

Table IV-7
PUBLIC WORKS: FY 1985-1987

($ thousands)	1985 Actual	1986 Estimate	1987 Estimate
OPERATING BUDGET SUMMARY:	207,891	212,189	219,997
District Funds	191,838	193,741	204,748
Federal Funds	9,893	9,742	8,200
Other Funds	6,160	8,706	7,049
OPERATING BUDGET DETAIL BY AGENCY:			
Department of Public Works:	101,385	103,793	111,017
District funds	93,138	93,151	102,012
Federal grants	2,087	1,936	1,956
Other funds	6,160	8,706	7,049
Washington Metropolitan Area Transit Commission:	87	90	86
District funds	87	90	86
Washington Metropolitan Area Transit Autnority:	102,494	104,306	104,744
District funds	94,688	96,500	98,500
Federal funds	7,806	7,806	6,244
School Transit Subsidy:	3,925	4,000	4,150
District funds	3,925	4,000	4,150

WEDNESDAY, MAY 21, 1986.

DEPARTMENT OF PUBLIC WORKS

GENERAL FUND AND ENTERPRISE FUND

WITNESSES

JOHN E. TOUCHSTONE, DIRECTOR
ROBERT J. FLEMING, CONTROLLER
GEORGE THOMAS, UTILITY CONTROLLER
DERWIN KIM, BUDGET OFFICER
ANN WITT HOEY, ADMINISTRATOR, PUBLIC SPACE MAINTENANCE
COLIN BAENZIGER, CHIEF, WATER BILLING AND COLLECTION
GEORGE W. SCHOENE, CHIEF, TRAFFIC SERVICES
SALLY MANK, CHIEF, CAPITAL BUDGET DIVISION
WALLACE WHITE, ADMINISTRATOR, WATER AND SEWER UTILITY

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code ALL FUNDS (100), (403), & (504)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	2,828	166,094	2,909	220,143	3,168	241,234	3,189	262,659	+21	+21,425
	Federal Funds	39	1,897	37	2,087	37	1,936	36	1,956	-1	+20
	Private & Other Funds	103	6,209	84	6,791	76	8,979	67	7,429	-9	-1,550
	SUBTOTAL EXPENDITURES	2,970	174,200	3,030	229,021	3,281	252,149	3,292	272,044	+11	+19,895
	Intra-District Sales	1,084	56,505	1,070	48,383	1,060	58,065	1,141	58,178	+81	+113
	TOTAL EXPENDITURES	4,054	230,705	4,100	277,404	4,341	310,214	4,433	330,222	+92	+20,008
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment		2,669		2,721		3,142		2,933		+209
	Average CFT Salary		24		24		25		26		+1
	Average All Other Employment		989		1,034		946		1,323		+377
	Total Full-Time Equivalent (FTE) Employment		3,658		3,774		4,107		4,287		+180
	Overtime & Other Pay — Full Time Equivalent (FTE)		203		280		181		199		+18
	Average Full-Time Equivalent Salary		24		25		26		27		+1
CAPITAL BUDGET AUTHORITY*	Appropriation		48,947		49,687		74,684		128,828		+54,144
	Grants & Other		89,713		85,704		329,590		117,558		-212,032
	TOTAL CAPITAL AUTHORITY		138,660		135,391		404,274		246,386		-157,888

This schedule summarizes the department's three operating funds. The narrative description for the General Fund (100), Water and Sewer Fund (403), and the Motor Vehicle Maintenance Fund (504) are on individual Schedule 2's, which follow.

OBS1/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

		FY1984 Actual Expenditures		FY1985 Actual Expenditures		FY1986 Planned Expenditures		FY1987 Requested Expenditures		FY1986-FY1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	1,846	80,245	1,846	93,138	1,895	93,151	1,901	102,012	+6	+8,861
	Federal Funds	39	1,897	37	2,087	37	1,936	36	1,956	-1	+20
	Private & Other Funds	100	5,964	81	6,160	73	8,706	64	7,049	-9	-1,657
	SUBTOTAL EXPENDITURES	1,985	88,106	1,964	101,385	2,005	103,793	2,001	111,017	-4	+7,224
	Intra-District Sales	629	37,286	624	30,226	609	36,449	670	35,601	+61	-848
	TOTAL EXPENDITURES	2,614	125,392	2,588	131,611	2,614	140,242	2,671	146,618	+57	+6,376
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment		1,569		1,621		1,715		1,721		+6
	Average CFT Salary		24		23		25		26		+1
	Average All Other Employment		779		785		742		850		+108
	Total Full-Time Equivalent (FTE) Employment		2,348		2,425		2,476		2,602		+126
	Overtime & Other Pay – Full Time Equivalent (FTE)		79		121		70		62		-8
	Average Full-Time Equivalent Salary		24		25		26		27		+1
CAPITAL BUDGET AUTHORITY*	Appropriation		37,927		42,657		56,649		74,578		+17,929
	Grants & Other		68,803		41,574		292,060		65,988		-226,072
	TOTAL CAPITAL AUTHORITY		106,730		84,231		348,709		140,566		-208,143

AGENCY OVERVIEW

The Department of Public Works' overall mission is to maintain the District's physical infrastructure, collect and dispose of solid waste, administer motor vehicle regulations, and maintain all of the District's vehicles and equipment except for those belonging to police, fire, corrections, and Public Schools.

The department is specifically responsible for the District's 1,157 miles of roadway, 283 bridges, 496 acres of green space, 1,275 signalized intersections, 66,000 streetlights, 15,000 parking meters, 292,000 registered vehicles, 370,000 licensed drivers, 1,800 miles of sewer pipes, 1,287 miles of water pipes, 121,000 water meters, 30 million square feet of office space, and 2,960 vehicles and items of equipment.

The high visibility programs for which the department is responsible have a major impact on the quality of life for all citizens who live in or visit the District. The effectiveness of these programs determines how safe District public facilities are as well as how well they are maintained and kept clean. Many individual services such as water, sewer, and trash disposal, are routinely performed, and their effectiveness can only be measured by a lack of complaints from the general public. The department has been successful in this regard and places a high priority on responding to any complaints whether they are related to an isolated incident or require some significant action that may effect standard operating procedures.

Departmental managers at all levels are routinely reminded of the importance of agency programs in terms of their impact on current and future residents and prospective businesses. Prospective businesses will certainly judge their chances for success partly in terms of the environment that is maintained by Public Works employees.

OB11/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $102,012,000 and 1,901 continuing full-time positions, an increase from FY 1986 of $8,861,000, and 6 continuing full time positions.

The personal services request is $54,493,000, an increase of $4,629,000, and 6 full-time equivalent employees. An increase of $1,993,000 will fund the four percent pay adjustment. An increase of $240,000 will fund within-grade increases. Annualizations are required for 27 positions totaling $142,000. Increases totaling $66,000 are requested for full-year funding to convert 4 temporary full-time (TFT) positions to continuing full-time (CFT). An increase of 2 CFT positions with funding of $38,000 coming from a redirection is requested in the Traffic Services Division. Increases totaling $1,086,000 are requested for nine months funding for 68 TFT positions. Increases totaling $613,000 are requested for seven months funding for 51 TFT positions. An increase of $170,000 is requested for WAE employees in the Work Release Program. An increase of $231,000 is requested for additional overtime. Finally a redirection-in of $50,000 is for personal services related to the maintenance and repair of District facilities.

The request for nonpersonal services is $47,519,000, an increase from FY 1986 of $4,232,000. This increase is the result of base reductions totaling $824,000, increases totaling $5,144,000 and redirections-out totaling $88,000.

Nonappropriated Budget Request
The agency's estimated nonappropriated budget is $44,606,000 and 770 full-time equivalent positions, a decrease from FY 1986 of $2,435,000 and an increase of 26 full-time equivalent employees. Federal funding of $1,956,000 consists of grants for Highway Planning and Research, Highway Safety, and a bridge safety inspection program.

Private and Other funding of $7,049,000 consists primarily of reimbursements of $3,741,000 for utility street cut repairs, $596,000 for debt service for the Lorton Landfill, $963,000 for operation of the Lorton Landfill, $862,000 for administration of the District's Compulsory/No-Fault Insurance program, $530,000 for the District's driver education program, and a $191,000 reimbursement from the federal GSA for operation and maintenance of the Center Leg Mall Tunnel.

Intra-District funding of $35,601,000 consists of $16,510,000 for sales of goods and services to the Capital Fund, $13,830,000 for repairs and improvements to District facilities not under the control of Public Works, $3,000,000 for trash collection for other District agencies, $800,000 for street repairs for the Water and Sewer Utility Administration, $404,000 for the War on Rats program, $235,000 for abandoned car towing, and $730,000 for miscellaneous services for other District agencies.

PROGRAM IMPACTS

The requested appropriation for the agency will maintain current service levels while improving maintenance of sidewalks, bridges, and trees as well as improving motor vehicle related services for vehicle registrations and driver's permits. It also allows for appropriated revenue increases in the towing and residential parking enforcement programs.

Increased funding of $1,159,000 in contractual tree trimming will allow for a 5-year cycle for all those large and complex trees that are trimmed by contractors. An additional $336,000 will provide for two additional in-house tree trimming crews. These crews are normally used to respond to citizen complaints and for emergencies. An increase of $911,000 is for increased street cleaning services. Two other increases related to street cleaning services are $400,000 for support of a CITIZEN; NEIGHBORHOOD IMPROVEMENT ARMY, and $184,000 for mechanical street cleaning in densely populated neighborhoods. An increase of $272,000 will allow for increased bridge maintenance. Items such as expansion joints and holes in bridge decks will be repaired and serviced by the crew and equipment provided by these funds. An increase of $277,000 will allow for an extension of the Inmate Work Release Program from 6 months to a year. An increase of $195,000 is related to the operation of the new sign shop and increased traffic sign production. An increase of $848,000 will provide for sidewalk maintenance. This amount is equal to an increase provided in FY 1986 and is part of a three year program to upgrade sidewalks throughout the city. An increase of $353,000 will provide for the conversion or establishment of 29 positions: 4 conversions to CFT, establishment of 2 new CFT and 23 new TFT positions. These positions are all in the Transportation Systems Administration and will primarily improve motor vehicle-related services and the adjudication process. An increase of $421,000 in the tree removal and replacement base will prevent future backlogs in this area. An increase of $204,000 is for incinerator parts to comply with the consent decree and to insure that timely repairs are made to that facility to keep it in a safe operating condition.

An increase of $365,000 will provide for 7 additional tow cranes and drivers that will result in an additional $210,000 in revenue the first year and $420,000 each year thereafter. An increase of $535,000 for increased Residential Parking Permit (RPP) enforcement will provide for 9 parking control aides and supervisors which will result in an additional $1,632,000 in revenue the first year and $2,176,000 each year thereafter. An increase of $204,000 will provide for overtime in parking enforcement generating an additional $2,315,000 in revenue annually. Finally there are increases totaling $646,000 for miscellaneous nonpersonal services items throughout the agency.

FUND: GENERAL (100)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Parking tickets issued	1,008,194	1,129,988	1,200,000	1,300,000
Vehicles towed	15,727	17,927	17,500	27,000
Parking meters in place	12,896	13,425	14,500	15,000
Traffic signs installed	13,299	15,000	18,000	19,500
Vehicle registrations	397,426	288,400	289,500	292,395
Motor vehicle operator permits issued	185,857	190,400	190,400	190,000
Tons of refuse collected	162,000	163,838	165,000	166,500
Tons of refuse disposed	514,367	627,056	640,000	640,000
Trees trimmed	10,000	11,200	11,200	20,000
Traffic signal malfunctions repaired	11,118	11,200	12,000	12,000
Traffic hearings conducted	125,000	140,000	150,000	170,000
Number of work orders completed in District-owned operated facilities	3,128	2,603	2,400	2,400
Tons of asphalt for street repairs	7,000	7,000	8,575	8,575
Child safety seat rentals	1,711	1,472	1,750	1,750

The above measures give a general indication of the service delivery and regulatory functions performed by the agency.

The increase in parking tickets in FY 1987 is related to the increase in RPP enforcement and overtime for all enforcement activities. Towing will increase as a result of the seven additional tow cranes as well as the increased overtime. Tree trimming will increase almost 80 percent due to the two additional in-house tree trimming crews as well as the significant increase in contractual tree trimming. Traffic hearings will also increase as a result of personnel increases in Traffic Adjudication.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales		Gross Expenditure Budget	
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Office of the Director	14	656	16	702	16	759	...	+57	1	38	...	...	1	40	18	837
12	Office of Mass Transportation	16	739	16	487	16	510	...	+23	...	...	...	...	1	77	17	587
15	Office of the Controller	35	2,272	34	2,386	34	2,618	...	+232	...	...	3	209	44	1,993	81	4,820
20	Office of Management Services	37	1,034	38	1,478	38	1,523	...	+45	...	...	1	26	6	165	45	1,714
25	Office of Information Services	29	2,095	29	2,159	29	2,198	...	+39	...	...	...	15	13	826	42	3,039
30	Office of Policy & Planning	21	794	21	807	21	839	...	+32	14	1,245	...	25	16	868	51	2,977
40	Public Space Maintenance Admin.	1,038	46,764	1,046	48,689	1,046	54,728	...	+6,039	3	50	42	5,226	35	4,754	1,126	64,758
50	Transportation Systems Admin.	497	29,713	539	29,995	545	32,076	+6	+2,081	18	534	17	1,521	50	2,227	630	36,358
	TOTAL AGENCY																
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers																
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES																
	TOTAL AGENCY																
PERSONNEL SUMMARY	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OBJECT CLASS DETAIL

0811/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
60	Design Engr. & Const. Admin.	54	1,258	51	1,164	51	1,316	...	+152	...	89	1	27	303	11,142	355	12,574
90	Facilities Oper. & Maint. Admin.	105	7,813	105	5,284	105	5,445	...	+161	..	...	...	...	201	13,509	306	18,954
	TOTAL AGENCY	1,846	93,138	1,895	93,151	1,901	102,012	+6	+8,861	36	1,956	64	7,049	670	35,601	2,671	146,618
OBJECT CLASS DETAIL																	
11	Regular Pay		38,077		43,061		45,291		+2,230		...		...		...		45,291
12	Other Regular Pay		1,077		779		2,479		+1,700		956		1,840		19,518		24,793
13	Additional Gross Pay		3,317		1,056		1,319		+263		...		190		763		2,272
14	Fringe Benefits		4,679		4,968		5,404		+436		114		218		2,181		7,917
	TOTAL PERSONAL SERVICES		47,150		49,864		54,493		+4,629		1,070		2,248		22,462		80,273
20	Supplies		2,626		3,409		4,419		+1,010		50		82		3,278		7,829
30a	Energy		13,286		6,547		6,313		-234		...		67		16		6,396
30b	Communications		888		663		649		-14		...		4		60		713
30c	Building Rent		489		432		638		+206		...		118		91		847
40	Other Services & Charges		22,996		25,556		28,354		+2,798		410		3,920		8,935		41,619
50	Subsidies & Transfers		218		...		...		...		300		530		...		830
60	Land & Buildings		...		...		...		...		...		...		...		...
70	Equipment & Equipment Rental		5,485		6,680		7,146		+466		126		80		759		8,111
	TOTAL NONPERSONAL SERVICES		45,988		43,287		47,519		+4,232		886		4,801		13,139		66,345
	TOTAL AGENCY		93,138		93,151		102,012		+8,861		1,956		7,049		35,601		146,618
PERSONNEL SUMMARY																	
	Average CFT Employment		1,621		1,715		1,721		+6		▨		▨		▨		1,721
	Average CFT Salary		23		25		26		+1		▨		▨		▨		26
	Average All Other Employment		76		13		95		+82		36		64		655		850
	Total FTE Employment		1,716		1,745		1,835		+90		36		64		667		2,602
	Overtime & Other Pay FTE Employment		88		29		35		+6		...		5		22		62
	Average FTE Salary		24		26		26		...		27		29		30		27

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code OFFICE OF THE DIRECTOR (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		OFFICE OF THE DIRECTOR														
		Increases														
	15.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+21	...	+21
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	16.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
	18.0	Increase for Public Information Office														
		a. Office supplies	20	...	...								...	+2	...	+2
		b. Travel, equipment maintenance, membership fee, subscriptions, registration fees, and printing	40	...	...								...	+26	...	+26
		c. Equipment purchase	70	...	...								...	+1	...	+1
		TOTAL CONTROL CENTER	▨	▨	▨	...	...	...	...	...	...	...	...	+57	...	+57

DS11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code OFFICE OF MASS TRANS (12)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1210		OFFICE OF MASS TRANSPORTATION														
		Increases														
	15.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+17	...	+17
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		TOTAL CONTROL CENTER										...	...	+23	...	+23

[illegible] *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code OFFICE OF THE CONTROLLER (15)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1510		OFFICE OF THE ADMINISTRATOR														
		Base Reductions														
	1.0	Reduction for communication cost related to the														
		FMS terminal lease prior to equipment purchase	30 c	...	663	...	-14								...	-14
		Redirections														
	10.3	Redirection-in from metered electricity and														
		natural gas for shortfall in department-wide rent			423			...	+206						...	+206
		Increases														
	15.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+3	...	+3
		Subtotal Responsibility Center 1510				...	-14	...	+206	...	...		...	[+3]	...	[+195]
1520		BUDGET DIVISION														
		Increases														
	15.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 1520				...	...	...	...	...	...		...	[+14]	...	[+14]
1530		AUDIT AND ANALYSIS DIVISION														
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code OFFICE OF THE CONTROLLER (15)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	15.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.3	Increases for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 1530				...	...	...	...	...	...		...	[+10]	...	[+10]
1540		ACCOUNTING DIVISION														
		Increases														
	15.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 1540				...	...	...	...	...	...		...	[+13]	...	[+13]
		TOTAL CONTROL CENTER				...	-14	...	+206	...	...		...	+40	...	+232

DB11/80.1 *See Schedule 4a.

2384

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code OFFICE OF MANAGEMENT SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/−)		Transfers In/Out (+/−)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/−)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2010		OFFICE OF THE ADMINISTRATOR														
		Increases														
	15.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+4	...	+4
	16.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 2010				...	...	...	...	...	...		...	[+5]	...	[+5]
2020		PERSONNEL DIVISION														
		Increases														
	15.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
	16.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 2020				...	...	...	...	...	...		...	[+7]	...	[+7]
2030		MATERIEL MANAGEMENT DIVISION														
		Increases														
	15.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code OFFICE OF MANAGEMENT SERVICES (20)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Subtotal Responsibility Center 2030				...	...	...	...	...	...		...	[+18]	...	[+18]
2040		OPERATIONS ANALYSIS DIVISION														
		Increases														
	15.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+12	...	+12
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 2040				...	...	...	...	...	...		...	[+15]	...	[+15]
		TOTAL CONTROL CENTER				...	...	...	...		...		...	+45	...	+45

OBII/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code OFFICE OF INFORMATION SRVC (25)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2510		OFFICE OF THE ADMINISTRATOR														
		Increases														
	15.5	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+3	...	+3
	16.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 2510				...	...	...	...	...	...		...	[+4]	...	[+4]
2520		AUTOMATED SYSTEMS DIVISION														
		Increases														
	15.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+20	...	+20
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		Subtotal Responsibility Center 2520				...	...	...	...	...	...		...	[+26]	...	[+26]
2530		RECORDS DIVISION														
		Increases														
	15.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		TOTAL CONTROL CENTER														

OB11/85.3 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code OFFICE OF INFORMATION SRVC (25

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	16.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 2530 -											...	[+9]	...	[+9]
		TOTAL CONTROL CENTER				...	...	...	...	...	...		...	+39	...	+39

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code OFFICE OF POLICY & PLANNING (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3010		OFFICE OF THE ADMINISTRATOR														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+4	...	+4
	16.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 3010				...	...	...	...	...	...		...	[+5]	...	[+5]
3020		PUBLIC SPACE POLICY DIVISION														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+5	...	+5
	16.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 3020				...	...	...	...	...	...		...	[+6]	...	[+6]
3030		TRANSPORTATION POLICY DIVISION														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal for Responsibility Center 3030				...	...	...	...	...	...		...	[+8]	...	[+8]
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: (Name & Code) GENERAL (100) AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: (Name & Code) OFFICE OF POLICY & PLANNING (30)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3040		UTILITIES AND PROPERTY DIVISION														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 3040				...	...	...	...	...	...		...	[+2]	...	[+2]
3050		CAPITAL DIVISION														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+8	...	+8
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 3050				...	...	...	...	...	...		...	[+11]	...	[+11]
		TOTAL CONTROL CENTER				...	...	...	...	...	...		...	+32	...	+32

(8/11/85) *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
4010		OFFICE OF THE ADMINISTRATOR														
		Base Reductions														
	2.0	Reduction for electricity at the Lenox School	30A	...	75	...	-75								...	-75
	3.0	Reduction for nonrecurring night emergency														
		vehicles	70	...	160	...	-160								...	-160
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+20	...	+20
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
	19.0	Increase for new headquarters														
		a. Electricity	30A	...	...									+75		+75
		Subtotal Responsibility Center 4010				...]	[-235]							[+101]		[-134]
4020		OFFICE OF ADMINISTRATIVE SERVICES														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+8	...	+8
	16.7	Increase for within grade														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 4020											...	[+9]	...	[+9]
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
4031		PUBLIC SPACE COORDINATION														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+5	...	+5
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 4031											...	[+6]	...	[+6]
4032		SOLID WASTE CONTROL														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+14	...	+14
		b. Other Regular Pay	12	...	...								...	+7	...	+7
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Other Regular Pay	12	...	...								...	+1	...	+1
		Subtotal Responsibility Center 4032											...	[+27]	...	[+27]
4033		PUBLIC SPACE CONTROL														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+12	...	+12
		TOTAL CONTROL CENTER														

OBI1/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
	20.0	Increase to refurbish District streets and														
		plat maps														
		a. One DS-7 Supv. Draftsperson	12	...	...							9	...	+14	...	+14
		b. Two DS-5 Draftspersons	12	...	...							9	...	+22	...	+22
		c. Fringe Benefits	14	...	...								...	+4	...	+4
		d. Drafting Supplies and Materials	20	...	...									+5		+5
	21.0	Increase for whole cost vehicle replacement														
		a. Two Carryalls	70	...	...									+24		+24
		Subtotal Responsibility Center 4033												[+84]		[+84]
4041		STREET MAINTENANCE														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+94	...	+94
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c.. Fringe Benefits	14	...	...								...	+12	...	+12
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+17	...	+17
		b.. Fringe Benefits	14	...	...								...	+3	...	+3
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	22.0	Increase for sidewalk maintenance														
		a. Sidewalk Repair	40		848									+848		+848
		Subtotal Responsibility Center 4041												[+975]		[+975]
4042		BRIDGE MAINTENANCE														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+37		+37
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+4	...	+4
	16.7	Increase for within grades														
		a. Regular pay	11	...	...								...	+7	...	+7
	17.1	Increase for Annualization														
		a. One RW-10 Tunnel Repairer	11	1	17								...	+5	...	+5
		b. Two RW-7 Tunnel Washers	11	2	28								...	+10	...	+10
		c. Fringe Benefits	14	...	6								...	+2	...	+2
	23.0	Increase for bridge maintenance														
		a. One SW-8 Supervisor	12	...	...							9	...	+21	...	+21
		b. One LW-10 Bridge Repairer Leader	12	...	...							9	...	+20	...	+20
		c. Two RW-10 Bridge Repairpersons	12	...	...							9	...	+36	...	+36
		d. Two RW-8 Bridge Repairpersons	12	...	...							9	...	+32	...	+32
		e. Additional Gross Pay	13	...	...								...	+10	...	+10
		f. Fringe Benefits	14	...	...								...	+13	...	+13
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		g. Uniforms, Tools, and Supplies	20		...									+28		+28
		h. Contractual Maint. & Equipment Repair	40		...									+16		+16
		i. One dump truck, one stake-body truck,														
		one air compressor, one pickup truck,														
		and one arrow board	70		...									+96		+96
		Subtotal Responsibility Center 4042												[+338]		[+338]
4043		TREE MAINTENANCE														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+47	...	+47
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	24.0	Increase for tree trimming														
		a. One SW-7 Supervisor	12	...	...							9	...	+21	...	+21
		b. Two LW-9 Leadpersons	12	...	...							9	...	+37	...	+37
		c. Two RW-7 Driver/Chipperperson	12	...	...							9	...	+30	...	+30
		d. Two RW-9 Tree Trimmer	12	...	...							9	...	+34	...	+34
		e. Additional Gross Pay	13	...	...								...	+12	...	+12
		f. Fringe Benefits	14	...	...								...	+15	...	+15
		g. Uniforms and tools	20		...									+14		+14
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		h. Maintenance and repair equipment	40		...									+18		+18
		i. Two chipper and two bucket trucks	70		...									+155		+155
	25.0	Increase for contractual tree trimming	40		122									+1,159		+1,159
	26.0	Increase for contractual tree removal and planting	40		...									+421		+421
		Subtotal Responsibility Center 4043												[+1,980]		[+1,980]
4044		ROADSIDE AND PARKS MAINTENANCE														
		Increases														
	15.7	Increase of FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+31	...	+31
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	27.0	Increase for Inmate Work Release Program														
		a. Four SW-6 Supervisor Trainees	12	...	...							9	...	+78	...	+78
		b. Funding Inmates at minimum wage (WAE)	12	...	248								...	+170	...	+170
		c. Fringe Benefits	14	...	8								...	+9	...	+9
		d. Uniforms, tools, and supplies	20		10									+20		+20
		Subtotal Responsibility Center 4044											...	[+319]	...	[+319]
4051		SOLID WASTE COLLECTION														
		Increases														
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+233	...	+233
		b. Other Regular Pay	12	...	...								...	+2	...	+2
		c. Additional Gross Pay	13	...	...								...	+11	...	+11
		d. Fringe Benefits	14	...	...								...	+29	...	+29
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+15	...	+15
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 4051											...	[+291]	...	[+291]
4052		STREET AND ALLEY CLEANING														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+255	...	+255
		b. Other Regular Pay	12	...	...								...	+9	...	+9
		c. Additional Gross Pay	13	...	...								...	+2	..	+2
		d. Fringe Benefits	14	...	...								...	+31	...	+31
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+16	...	+16
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	29.0	Increase for street cleaning														
		a. Eight DS-9 Ward Organizers	12	...	...							9	...	+137	...	+137
		b. Three SW-7 Supervisors	12	...	...							7	...	+48	...	+48
		c. Three RW-7 Motor Vehicle Operators	12	...	...							7	...	+36		+36
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		d. Forty-five RW-4 Sanitation Workers	12	...	...							7	...	+436	...	+436
		e. Environmental Pay	12	...	...								...	+27	...	+27
		f. Fringe Benefits	14	...	...								...	+83	...	+83
		g. Uniforms, tool kits, bags and U posts	20	...	...								...	+287	...	+287
		h. Maintenance and Repairs Vehicles	40	...	...								...	+30	...	+30
		i. Fabricate Signs	40	...	...								...	+22	...	+22
		j. One flusher, two sweepers, three liftgate trucks, three pickup trucks and 38 carts	70	...	...								...	+389	...	+389
		Subtotal Responsibility Center 4052											...	[+1,810]	...	[+1,810]
4053		SOLID WASTE DISPOSAL														
		Base Reductions														
	4.0	Reduction for nonrecurring incinerator study	40		100	...	-100								...	-100
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+178	...	+178
		b. Additional Gross Pay	13	...	...								...	+15	...	+15
		c. Fringe Benefits	14	...	...								...	+24	...	+24
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code PUBLIC SPACE MAINT ADMIN (40)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	28.0	Increase to maintain compliance with the air														
		quality consent decree														
		a. Incinerator Parts	20		450									+204		+204
		Subtotal Responsibility Center 4053					[-100]						...	[+434]	...	[+334]
		TOTAL CONTROL CENTER				...	-335						...	+6,374	...	+6039

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)
AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code: TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1988 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
5010		OFFICE OF THE ADMINISTRATOR														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+39	...	+39
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 5010											...	[+51]	...	[+51]
5021		ADJUDICATION PROCESSING														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+24	...	+24
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.2	Increase for three months annualization														
		a. Four DS-5 Contact Representatives	11	4	56								...	+15	...	+15
		b. One DS-5 Miscellaneous Documents Examiner	11	1	11								...	+4	...	+4
		c. Fringe Benefits	14	...	7								...	+3	...	+3
	30.1	Increase of three CFT positions converted from														
		TFT status														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4c.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY1986–FY1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Two DS-5 Contact Representatives	11	14	204							12	+2	+30	+2	+30
		b. One DS-7 Miscellaneous Document Examiner	11	12	216							12	+1	+19	+1	+19
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	31.1	Increase for additional overtime	13	...	...								...	+5	...	+5
	32.0	Increase for equipment rental	70	...	...								...	+6	...	+6
		Subtotal Responsibility Center 5021											[+3]	[+119]	[+3]	[+119]
5022		TRAFFIC HEARINGS														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+26	...	+26
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.2	Increase for three months annualization														
		a. One DS-7 Miscellaneous Document Examiner	11	1	17								...	+5	...	+5
		b. One DS-6 Secretary	11	1	16								...	+4	...	+4
		c. Fringe Benefits	14	...	5								...	+2	...	+2
	30.2	Increase of one CFT position converted from														
		TFT status														
		a. One DS-6 Secretary	11	7	114							12	+1	+17	+1	+17
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER														

OB13/85.1 *See Schedule 4c.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	34.1	Increase of two TFT positions														
		a. One DS-12 Hearing Examiner	12	5	160							9	...	+25	...	+25
		b. One DS-4 Clerk Typist	12	4	52							9	...	+10	...	+10
		c. Fringe Benefits	14	...	...								...	+4	...	+4
		Subtotal Responsibility Center 5022											[+1]	[+102]	[+1]	[+102]
5031		TRAFFIC SERVICES														
		Base Reductions														
	5.0	Reduction of Air Rights Tunnel maintenance														
		vehicle	70	...	9	...	-9								...	-9
		Redirections														
	10.1	Redirection-out from metered electricity														
		for department-wide rent	30a		818			...	-161						...	-161
	10.4	Redirection-out from natural gas for														
		department-wide rent	30a		69			...	-45						...	-45
	11.1	Redirection-out from heating fuel for traffic														
		sign materials	30a		59			...	-28						...	-28
	11.2	Redirection-in for traffic sign materials														
		from heating fuel	20		102			...	+28						...	+28
	12.1	Redirection-out to provide 12-month funding														
		for two CFT positions	40	...	5,598			...	-38						...	-38
	12.2	Redirection-in from Object Class 40, street														
		light maintenance conversion, for 12-month														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule Ka.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		funding (see subitem no. 33.0 for increase of														
		positions)														
		a. Two DS-9 Electrical Engineering														
		Technicians	11	8	176			...	+34						...	+34
		b. Fringe Benefits	14	...	...			...	+4						...	+4
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+71	...	+71
		b. Fringe Benefits	14	...	...								...	+7	...	+7
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.2	Increase for three-month annualizations														
		a. Five RW-10 Electricians	11	5	83								...	+29	...	+29
		b. Fringe Benefits	14	...	10								...	+3	...	+3
	33.0	Increase for Two Electrical Engineering														
		Technicians	11	...	...							12	+2	...	+2	...
	34.2	Increase for one TFT position														
		a. One DS-6 Data Input Clerk	12	...	...							9	...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	35.0	Increase for sign materials for Sign Shop	20		102								...	+63	...	+63
	36.0	Increase for sign installation materials	20		100								...	+62	...	+62
	37.0	Increase for three year life warranted														
		lamps for Mall Tunnel	20		100								...	+72	...	+72
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	38.0	Increase for new lighting system at the														
		Virginia Avenue-New Hampshire Avenue underpass	20		...								...	+20	...	+20
	39.0	Increase for maintenance supplies for														
		L'Enfant Plaza street lighting	20		...								...	+10	...	+10
	40.0	Increase for open-end agreements for														
		motor repairs	40		...								...	+20	...	+20
	41.0	Increase for large lift truck to service														
		lighting in Air Rights Tunnel	70		...								...	+90	...	+90
	42.0	Increase for new Sign Shop equipment	70		...								...	+70	...	+70
	43.0	Increase for replacement of three small														
		paint machines	70		...								...	+18	...	+18
	44.0	Increase to provide portable flashing														
		arrow boards	70		...								...	+10	...	+10
		Subtotal Responsibility Center 5031				...	[-9]	...	[-206]				[+2]	[+564]	[+2]	[+349]
5032		TRAFFIC SIGNAL SYSTEM														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+31	...	+31
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+5	...	+5
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	45.0	Increase for repairs to damaged traffic														
		TOTAL CONTROL CENTER														

0811/85: *See Schedule 4e.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		signal conduit	40		170								...	+16	...	+16
		Subtotal Responsibility Center 5032											[...]	[+56]	[...]	[+56]
5033		TRAFFIC OPERATIONS														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a Regular Pay	11	...	...								...	+15	...	+15
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 5033											[...]	[+20]	[...]	[+20]
5035		TRAFFIC SAFETY														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+12	...	+12
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+2	...	+2
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 5035											[...]	[+17]	[...]	[+17]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
5041		PERMIT CONTROL														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+45	...	+45
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.2	Increase for three months annualization														
		a. Two DS-7 Motor Vehicle Services Clerk	11	2	26								...	+9	...	+9
		b. Fringe Benefits	14	...	3								...	+1	...	+1
	34.3	Increase for seven TFT positions														
		a. One DS-11 Hearing Examiner	12	...	...							9	...	+21	...	+21
		b. Six DS-3 Clerks	12	...	...							3	...	+18	...	+18
		c. Fringe Benefits	14	...	...								...	+4	...	+4
		Subtotal Responsibility Center 5041											[...]	[+110]	[...]	[+110]
5042		VEHICLE CONTROL														
		Base Reductions														
	6.0	Reduction for nonrecurring motor vehicle														
		exhaust emissions analyzers	70		89	...	-89								...	-89
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+54	...	+54
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100) AGENCY: DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits -	14	...	...								...	+6	...	+6
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+10	...	+10
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	34.4	Increase for fourteen TFT positions for vehicle														
		control, registrations, titles, and inspection														
		a. One DS-12 Inspection/Maintenance Manager	12	...	...							9	...	+25	...	+25
		b. Two DS-7 Lead Process Clerk	12	...	...							9	...	+28	...	+28
		c. One DS-7 Title Examiner	12	...	...							9	...	+14	...	+14
		d. Four DS-5 Station Clerk	12	...	...							9	...	+45	...	+45
		e. Two DS-5 Mail Clerk	12	...	...							9	...	+23	...	+23
		f. One DS-5 Update Clerk	12	...	...							9	...	+11	...	+11
		g. One DS-4 Input Operator	12	...	...							9	...	+10	...	+10
		h. One RW-4 Laborer	12	...	...							9	...	+12	...	+12
		i. One DS-3 File Clerk	12	...	...							9	...	+9	...	+9
		j. Fringe Benefits	14	...	...								...	+20	...	+20
		Subtotal Responsibility Center 5042				...	[-89]						...	[+268]	...	[+179]
5043		CUSTOMER SERVICES														
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+19	...	+19
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.8	Increase for within grades														
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...								...	+3	...	+3
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.2	Increase for three month annualizations														
		a. Four DS-9 Public Vehicle Service Workers	11	4	85								...	+22	...	+22
		b. One DS-5 Support Clerk	11	1	14								...	+4	...	+4
		c. Fringe Benefits	14	...	12								...	+4	...	+4
		Subtotal Responsibility Center 5043											...	[+55]	...	[+55]
505		PARKING ENFORCEMENT														
		Base Reductions														
	7.0	Reduction of nonrecurring purchases related to														
		the RPP program														
		a. Uniforms	20	...	5	...	-5								...	-5
		b. Radios	70	...	7	...	-7								...	-7
		c. Vehicles	70	...	55	...	-55								...	-55
	8.0	Reduction for 100 vehicle immobilization devices	70	...	35	...	-35								...	-35
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+115	...	+115
		b. Fringe Benefits	14	...	...								...	+12	...	+12
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+22	...	+22
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	17.2	Increase for three month annualizations														
		a. Five DS-5 Parking Control Aides	11	5	53								...	+18	...	+18
		b. Fringe Benefits	14	...	6								...	+2	...	+2
	31.2	Increase for additional overtime	13	...	22								...	+204	...	+204
	46.0	Increase for updating street markings	20	...	...								...	+38	...	+38
	47.0	Increase for Residential Parking Permit Program														
		a. One DS-8 Supervisory Parking Control Aide	12	7								9	...	+16	...	+16
		b. One DS-7 Parking Control Aide Leader	12	7								9	...	+14	...	+14
		c. Seven DS-5 Parking Control Aides	12	...	...							9	...	+89	...	+89
		d. Fringe Benefits	14	...	...								...	+15	...	+15
		e. Miscellaneous supplies and uniforms	20										...	+101	...	+101
		f. Installation of RPP signs	40										...	+300	...	+300
	48.0	Increase for conducting more effective														
		enforcement towing														
		a. Seven TFT RW-6 Motor Vehicle Operators	12	...	...							9	...	+99	...	+99
		b. Fringe Benefits	14	...	...								...	+12	...	+12
		c. Maintenance of cranes	40	...	...								...	+44	...	+44
		d. Seven cranes	70	...	...								...	+210	...	+210
	49.0	Increase for radio maintenance	40		36								...	+3	...	+3
	50.0	Increase for 100 vehicle immobilization devices	70		...								...	+35	...	+35
		Subtotal Responsibility Center 5051				...	[-102]						...	[+1,351]	...	[+1,249]
		TOTAL CONTROL CENTER														

OB11/86-1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code TRANSP. SYSTEMS ADMIN. (50)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
5052		PARKING MANAGEMENT														
		Base Reductions														
	9.0	Reduction of 1,000 parking meters	70	...	275	...	-275								...	-275
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+23	...	+23
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	51.0	Increase for maintenance of parking meters	40	...	...								...	+18	...	+18
		Subtotal Responsibility Center 5052				...	[-275]						...	[+49]	...	[-226]
		TOTAL CONTROL CENTER				...	-475	...	-206				+6	+2,762	+6	+2,081

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100) AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) CONTROL CENTER: Name & Code DESIGN, ENGN & CONST ADM (60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
6010		ADMINISTRATOR														
		Increases														
	15.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+14	...	+14
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.9	Increase for within grades	11	...	...								...	+3	...	+3
		Subtotal Responsibility Center 6010											...	[+19]	...	[+19]
6020		OFFICE OF CONTRACT ADMINISTRATION														
		Increases														
	15.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+1	...	+1
	52.0	Increase for out-of-city travel	40	...	...								...	+2	...	+2
	53.0	Increase for advertising	40	...	...								...	+1	...	+1
		Subtotal Responsibility Center 6020											...	[+4]	...	[+4]
6030		OFFICE OF THE SURVEYOR														
		Increases														
	15.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+23	...	+23
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	16.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+4	...	+4
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		TOTAL CONTROL CENTER														

OB11/83.1 *See Schedule No.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code DESIGN, ENGN & CONST ADM (60)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	54.0	Increase for book binding and rebinding	40	...	...								...	+3	...	+3
	55.0	Increase for plat filing cabinets	70	...	...								...	+3	...	+3
	56.0	Increase for computers	70	...	...								...	+55	...	+55
	57.0	Increase for survey equipment	70	...	...								...	+22	...	+22
	58.0	Increase for word processor	70	...	...								...	+6	...	+6
	59.0	Increase for microfilm reader	70	...	...								...	+6	...	+6
		Subtotal Responsibility Center 6030											...	[+125]	...	[+125]
6040		OFFICE OF MATERIAL DEVELOPMENT & RESEARCH														
		Increases														
	15.9	Increase for FY 1987 pay adjustment	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 6040											...	[+1]	...	[+1]
6051		BUILDING DESIGN & ENGINEERING														
		Increases														
	15.9	Increase for FY 1987 pay adjustment	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 6051											...	[+2]	...	[+2]
6052		BUILDING CONSTRUCTION MANAGEMENT														
		Increases														
	15.9	Increase for FY 1987 pay adjustment	11	...	...								...	+1	...	+1
		Subtotal Responsibility Center 6052											...	[+1]	...	[+1]
		TOTAL CONTROL CENTER											...	+152	...	+152

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code FACILITIES OPER & MAINT ADM (90)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
9010		OFFICE OF THE ADMINISTRATOR														
		Increases														
	15.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...									...	+5	...	+5
	16.10	Increase for within grades														
		a. Regular Pay	11	...									...	+1	...	+1
		Subtotal Responsibility Center 9010											...	[+6]	...	[+6]
9040		BUREAU OF BUILDING OPERATIONS														
		Redirections														
	13.1	Redirection-out from other services and charges														
		for supplies in District-owned facilities	40	...	1,055			...	-11						...	-11
	13.2	Redirection-in to supplies to District-owned														
		facilities	20	...	270			...	+11						...	+11
		Increases														
	14.2	Redirection-in from Supply Division (9062)														
		for work performed by reimbursable personnel														
		in District-owned facilities														
		a. Regular Pay	11	...	980			...	+46						...	+46
		b. Fringe Benefits	14	...	110			...	+4						...	+4
	14.3	Redirection-in from Supply Division (9062)														
		for supplies in District-owned facilities	20	...	281			...	+50						...	+50
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: Name & Code GENERAL (100)   AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)   CONTROL CENTER: Name & Code FACILITIES OPER & MAINT ADM (90)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Increases														
	15.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+130	...	+130
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+13	...	+13
	16.10	Increase for within grades														
		a. Regular Pay	11	...	...								...	+8	...	+8
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 9040						...	[+100]				...	[+153]	...	[+253]
9062		SUPPLY DIVISION														
		Redirections														
	14.1	Redirection-out from equipment to Bureau of														
		Building Operations (9040) to cover operation														
		of District-owned facilities	70	...	200			...	-100						...	-100
		Increases														
	15.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+2	...	+2
		Subtotal Responsibility Center 9062						...	[-100]				...	[+2]	...	[-98]
		TOTAL CONTROL CENTER				...	...	...	...	.../	...		...	+161	...	+161

0811/85.1   *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: MOTOR VEHICLE MAINTENANCE (504)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	...	...	...	...	...	...	...	...	...
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	3	68	3	...	3	70	3	83	...	+13
	SUBTOTAL EXPENDITURES	3	68	3	...	3	70	3	83	...	+13
	Intra-District Sales	223	13,080	223	11,756	223	14,140	243	14,611	+20	+471
	TOTAL EXPENDITURES	226	13,148	226	11,756	226	14,210	246	14,694	+20	+484
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	...		...		...		...		...	
	Average CFT Salary	...		...		...		...		...	
	Average All Other Employment		198		198		202		196		-6
	Total Full-Time Equivalent (FTE) Employment		198		198		202		196		-6
	Overtime & Other Pay – Full Time Equivalent (FTE)		12		8		13		30		+17
	Average Full-Time Equivalent Salary		24		25		25		27		+2
CAPITAL BUDGET AUTHORITY*	Appropriation	...		...		...		...		...	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	...		...		...		...		...	

AGENCY OVERVIEW

The Motor Vehicle Maintenance Fund operates and maintains the vehicle and equipment fleet of the Department of Public Works as well as the vehicles and equipment of all District agencies, except those of the departments of Police, Fire, and Corrections. These services are all funded through intra-District agreements, with each agency paying actual costs plus overhead.

Three control centers are involved in operating and maintaining the fleet; however, the Fleet Management Administration provides the bulk of all services. This Administration is responsible for routine preventive maintenance on vehicles and equipment, diagnostic and minor maintenance functions, major maintenance activities such as motor overhauls and transmission repair, and special operations related to welding, painting, replacing glass, and machines. The Administration is also responsible for storing and disbursing all motor fuels and lubricants.

The Office of Management Services and the Office of the Controller are also involved in operating and maintaining the vehicle and equipment fleet. Procuring materials is handled by the Office of Management Services. The Office of the Controller is responsible for the budget, accounting, and intra-District billings for the Motor Vehicle Maintenance Fund.

FINANCIAL SUMMARY

Appropriated Budget Request
There is no appropriated funding or positions in the motor vehicle maintenance fund.

Nonappropriated Budget Request
The agency's estimated nonappropriated budget is $14,694,000 and 196 full-time equivalent positions, an increase from FY 1986 of $484,000 and a decrease of six full-time equivalent employees. Other funding of $83,000 is for three positions for the satellite facility at Lorton. These positions are reimbursed by Fairfax County. Intra-District funding of $14,611,000 for 193 full-time equivalent positions is reimbursed by all District agencies that receive motor vehicle services.

OB11/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code MOTOR VEHICLE MAINTENANCE (504)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

The $484,000 increase consists of $267,000 for the pay adjustment, $48,000 for within grades, $19,000 for one additional full-time equivalent employee, and $150,000 for an adjustment to material and contractual estimates

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Vehicles in inventory	...	2,800	2,730	2,730
Work orders completed	...	54,000	50,000	50,000
Scheduled preventive maintenance	...	5,700	6,000	6,000
Average vehicle downtime in hours	...	16	10	10

The program measures of the Motor Vehicle Maintenance Fund are measured by the reduction in the hours of vehicle or equipment downtime, scheduled preventive maintenance, reduction in the vehicle or equipment fleet inventory, and reduction in the number of work orders required to keep the fleet operational.

Consolidated data for FY 1984 for the Department of Environmental Services and the Department of Transportation are not available.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY—CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code MOTOR VEHICLE MAINTENANCE FUND (504)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
15	Office of the Controller											...	...	2	43	2	43
20	Office of Management Services		-									...	...	2	29	2	29
80	Fleet Management Administration											3	83	239	14,539	242	14,622
	TOTAL AGENCY											3	83	243	14,611	246	14,694

OBJECT CLASS DETAIL

Code	Name	FY 1985 Actual Expenditures	FY 1986 Planned Expenditures	FY 1987 Requested Expenditures	FY 1986–FY 1987 Net Change (+/-)	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross Expenditure Budget
11	Regular Pay						...	...	...
12	Other Regular Pay						74	5,352	5,426
13	Additional Gross Pay						...	750	750
14	Fringe Benefits						9	642	651
	TOTAL PERSONAL SERVICES						83	6,744	6,827
20	Supplies						...	2,648	2,648
30a	Energy						...	2,484	2,484
30b	Communications						...	...	...
30c	Building Rent						...	...	...
40	Other Services & Charges						...	2,011	2,011
50	Subsidies & Transfers						...	...	...
60	Land & Buildings						...	...	...
70	Equipment & Equipment Rental						...	724	724
	TOTAL NONPERSONAL SERVICES						...	7,867	7,867
	TOTAL AGENCY						83	14,611	14,694

PERSONNEL SUMMARY

Average CFT Employment								...
Average CFT Salary								...
Average All Other Employment						3	193	196
Total FTE Employment						3	193	196
Overtime & Other Pay FTE Employment						...	30	30
Average FTE Salary						25	27	27

OBI1/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY 1 CAP

FUND: CAPITAL (300)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	18	58,363
Public Facilities	8	15,715
Institutions	. . .	. . .
Site Acquisition	. . .	. . .
Major Equipment	1	500
TOTAL	27	74,578

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	14	42,514
Enhance Services	8	17,290
Expand Services	1	8,404
Comply with Statute or Court Order	3	5,970
Stimulate Economic Development	1	400
Other		
TOTAL	27	74,578

AGENCY OVERVIEW

The Department of Public Works (DPW) is responsible for planning, budgeting, and implementing capital improvements for the majority of the District's buildings and for the major infrastructure systems, including streets and bridges, water distribution, and sewage collection and treatment. Improvements to environmental management facilities, including storm drainage and solid waste management projects, are also included in DPW's capital program.

Government Facilities

The Department of Public Works is responsible for capital improvements for the various District-owned buildings that house administrative and support functions. The department requests budget authority of $15,175,000 for five projects that continue established improvement programs such as electrical modernization, major roof repairs, heating and air conditioning system improvements, elevator rehabilitation, and access improvements for handicapped persons. A sixth project--emergency structural, electrical and mechanical renovation--provides authority to correct serious, unforeseen problems that otherwise would require the closure of a facility, restrict its use, or lead to more serious damage.

The department also requests FY 1987 capital budget authority for the Public Works Support Facilities project. This project was included in the FY 1986 to 1991 capital improvements plan for authorization in FY 1987 and subsequent years. The project will provide site improvements necessary for the relocation of Public Works field operations headquarters, equipment and materials storage areas, and similar support activities. Authority provided by this project will also be used to make necessary improvements at established support facilities. Also included in the requested capital budget is a project to abate asbestos hazards in District-owned buildings. The purpose of this project is to eliminate exposure to hazardous asbestos, in order to protect public health.

The eight government facilities projects requested in the FY 1987 capital budget are also planned for authorization in one or more outyears included in the FY 1987 through FY 1992 capital improvements plan. One additional project, Warehouse Improvements, is planned for authorization in FY 1989. Both the FY 1987 capital budget request and the six-year plan are consistent with the life-cycle replacement and rehabilitation schedules developed for the department's inventory of buildings.

Transportation Facilities

The Department of Public Works is responsible for all capital improvements to streets, highways, and bridges in the District, with the exception of a small number of roads and bridges under the jurisdictions of the National Park Service and the Architect of the Capitol. The inventory of streets and highways under District jurisdiction includes approximately 1,020 miles, ranging from two-lane residential streets to multilane freeways. There are 283 bridges that range from crossings over minor drainage ways to the interstate highway bridges over the Potomac and Anacostia Rivers. Capital improvements to these facilities include resurfacing and reconstructing deteriorated roadways and bridge decks; making structural repairs to bridges; constructing missing links in the roadway network; and improving safety conditions, traffic flow, and roadside aesthetics.

The transportation component of the DPW capital program receives substantial financial support from grants administered by the Federal Highway Administration (FHWA). These grants, derived from the Federal Highway Act of 1982, are apportioned to states and the District for constructing or rehabilitating selected transportation facilities. Approximately 400 of the 1,020 miles of streets and highways under the District's jurisdiction are eligible for federal highway aid, as are most bridges. Federal aid is typically for 80 percent of the construction, design, and project management cost of an eligible roadway project. A brief description of the federal highway aid programs available to the District is included in the project overview for Project AF7, Highway Aid Matching Fund.

Local matching authority--the remaining 10 to 20 percent of the project cost, plus the full amount needed for any costs not eligible for grants--must be available to receive federal highway aid. Each year's capital budget request reflects the availability of federal aid in the various program categories, improvement needs, and project implementation capabilities. The approved capital budget, in turn, is the basis for the District's Federal Aid Obligation Plan, submitted to FHWA at the start of each fiscal year. Federal highway aid is reimbursed to the District once DPW submits bills for completed work. To obtain as much federal aid as possible, the Highway Aid Matching Fund is requested at $1 million in FY 1987. This authority is used to provide the local match when additional FHWA funds become available during the fiscal year.

In FY 1980, the District began implementing a 15-year program to the rehabilitate 44 bridges. These bridges were identified in a comprehensive bridge reconstruction fiscal needs study. Ten bridge rehabilitation projects have been fully authorized. In FY 1987, the $6,111,000 requested for Project CD7, Bridge Replacement and Rehabilitation, will enablo the department to initiate design work to rehabilitate 3 bridges, and start rehabilitation work on 4 bridges designed with previously budgeted authority.

The department has a continuous program for constructing or rehabilitating streets, alleys, and sidewalks. Streets constructed with permanent pavement, curbs, gutters, and a concrete base have an expected lifetime of about 30 years. This life expectancy can be extended 15 years each time a street is resurfaced. On average, a street can be resurfaced three times for a total life of 75 years before reconstruction becomes necessary. Streets carrying the heaviest volumes of daily traffic require more frequent or extensive rehabilitation.

Roadway life cycle improvements are accomplished in four continuing capital projects. In FY 1987, $13,533,000 is requested for Project CE7, Resurfacing Streets and Highways, to go toward resurfacing 26 miles of streets and initiate design for project locations in the FY 1988 program. The $2,760,000 requested for project CH7, Roadway Upgrading, will go toward upgrading 9 streets that have only temporary surfaces. This project will improve nearly 2 miles of streets. Project CK7, Roadway Reconstruction, requires $7,005,000 in authority in FY 1987 for reconstruction of 14 badly deteriorated streets, and for design of the streets planned for reconstruction in FY 1988, including Georgia Avenue, N.W., from Barry Place to Morton Street. Over 2 miles of streets will be reconstructed under the requested FY 1987 authority. The project also includes the constructing of curb ramps, bicycle access improvements, and some spot reconstruction. The FY 1987 budget request includes $2,000,000 for project CA7, Local Street Improvements. This project provides for improving local streets that are not within the federal-aid highway aid, constructing new sidewalks and alleys; initial, low-cost streets in new developments; and replacing of damaged sidewalks, curbs, and gutters.

The FY 1987 capital budget request also includes a number of non-continuing transportation and related projects. Among these are constructing streets at Fort Lincoln, eliminating environmental hazards associated with electrical systems in tunnels, and a highway aid matching fund. Additional authority is requested for downtown street improvements. Two special communications system improvement projects are also requested. One of these provides for consolidating the various two-way radio networks used by Public Works into a unified system, with necessary increases in capacity. The other would replace deteriorated, unreliable cables in the 55-year-old fire alarm system, which is used for fire and ambulance dispatching.

Other projects address accident prevention, street tree replacement, and public space improvements. Accident statistics compiled by the department pinpoint traffic hazards throughout the District. Guiderails, impact attenuators, and traffic control devices can reduce these hazards. Project CB7, Traffic Safety Improvements, is included at $350,000 to provide these safety measures. Project CG7, Roadside Improvements, will allow the department to remove 500 dead roadside trees and plant 1,000 new trees with FY 1987 authority of $500,000. This is the minimum amount required to keep pace with the loss of roadside trees to disease, storm damage, and injury. Project CL7 is requested at $500,000 for site improvements, such as sidewalks, driveways, and drainage facilities at existing District-owned priorities.

The multi-year capital improvements plan for Transportation facilities includes the continuing projects requested in FY 1987 and additional authority for a new two-way mobile radio system. The plan makes provision for transportation improvements necessary to support the proposed U.S. International Trade and Cultural Center, should that project be implemented. The capital budget and plan are consistent with the department's plans and guidelines for life-cycle rehabilitation of facilities and correction of functional deficiencies.

Environmental Facilities

Environmental Facilities projects requested in the FY 1987 capital budget include a continuing project for relief of localized flooding and drainage problems, 2 projects to construct major new storm sewers, and budget authority for planning the conversion of the Solid Waste Recovery Center to a waste-to-energy facility.

The 2 major storm sewer projects requested in the FY 1987 capital budget include the Capitol Hill Relief Sewer, and a major storm sewer draining the western half of the downtown area. Portions of the Capitol Hill Relief Sewer have been built; the authority requested in FY 1987 and planned to be requested in FY 1988 will complete the system. The downtown project is a strategic element of the District's downtown revitalization program; by relieving the existing combined sewer system of storm flows and groundwater, it will enable the existing system to serve expanded development. These storm sewer projects will provide additional benefits including raw sewage discharges to the Anacostia and Potomac rivers and removing unnecessary water volumes from the sewage treated at the Blue Plains Wastewater Treatment Plant.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

AGENCY SUMMARY
Continuation

1a
CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

The multi-year capital improvements plan for environmental facilities includes continuing authority requests for relief of flooding and drainage complaints, the additional authority needed to complete the Capitol Hill and downtown relief sewers, and a project for replacement of the stormwater pumps that serve various tunnels and underpasses. The two stormwater relief projects and the solid waste recovery center conversion are responsive to specific plans developed by the department to address long-standing problems. The flooding and drainage complaints relief project is planned on the basis of previous years records of complaints and actions taken to correct them.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS 2 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Fort Lincoln Street Improvements Fort Lincoln	AC7	5	1991	Site		...			...
				Design		290			290
				Project Management		345			345
				Construction		7,769			7,769
				Equipment		...			...
				TOTAL		8,404			8,404
Environmental Hazard Elimination Various Locations	AD7	DW	1990	Site	...	...			...
				Design	133	80			80
				Project Management	216	137			137
				Construction	1,437	253			253
				Equipment	...	...			...
				TOTAL	1,786	470			470
Two-Way Mobile Radio System District-wide	AE7	DW	1988	Site		...			...
				Design		...			...
				Project Management		32		195	227
				Construction		468		2,805	3,273
				Equipment		...			...
				TOTAL		500		3,000	3,500
Highway Aid Matching Fund District-wide	AF7	DW	1989	Site	...	...			...
				Design	80	127			127
				Project Management	120	190			190
				Construction	800	683			683
				Equipment	...	...			...
				TOTAL	1,000	1,000			1,000

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS 2 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Emergency Communications Cable Replacement District-wide	AK7	DW	1990	Site		...			...
				Design		250			250
				Project Management		240			240
				Construction		1,160			1,160
				Equipment		...			...
				TOTAL		1,650			1,650
Downtown Street Improvements Downtown Urban Renewal Area	AO7	2	1989	Site	...	...			...
				Design	...	...			...
				Project Management	161	122			122
				Construction	1,112	278			278
				Equipment	...	...			...
				TOTAL	1,273	400			400
Local Street Improvements District-wide	CA7	DW	1988	Site	...	...			...
				Design		140			140
				Project Management		320			320
				Construction		1,540			1,540
				Equipment		...			...
				TOTAL		2,000			2,000
Traffic Safety Improvements District-wide	CB7	DW	1989	Site	...	...			...
				Design	142	77			77
				Project Management	212	116			116
				Construction	1,416	157			157
				Equipment	...	...			...
				TOTAL	1,770	350			350

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Bridge Replacement and Rehabilitation District-wide	CD7	DW	1989	Site	...	...			...
				Design	2,002	875			875
				Project Management	3,931	1,794			1,794
				Construction	26,213	3,442			3,442
				Equipment	...	...			...
				TOTAL	32,146	6,111			6,111
Resurfacing Streets and Highways District-wide	CE7	DW	1989	Site	...	...			...
				Design	968	650			650
				Project Management	2,232	2,876			2,876
				Construction	14,888	10,007			10,007
				Equipment	...	...			...
				TOTAL	18,088	13,533			13,533
Neighborhood Area Street Improvements Various Locations	CF7	DW	1989	Site	...	...			...
				Design	22	40			40
				Project Management	31	90			90
				Construction	220	220			220
				Equipment	...	...			...
				TOTAL	273	350			350
Roadside Improvements District-wide	CG7	DW	1989	Site	...	...			...
				Design	20	33			33
				Project Management	60	97			97
				Construction	420	370			370
				Equipment	...	...			...
				TOTAL	500	500			500

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Roadway Upgrading District-wide	CH7	DW	1989	Site		...			...
				Design		280			280
				Project Management		425			425
				Construction		2,055			2,055
				Equipment		...			...
				TOTAL		2,760			2,760
Roadway Reconstruction District-wide	CK7	DW	1989	Site	...	...			...
				Design	893	845			845
				Project Management	810	1,240			1,240
				Construction	4,743	4,920			4,920
				Equipment	...	...			...
				TOTAL	6,446	7,005			7,005
Public Space Site Improvements District-wide	CL7	DW	1988	Site		...			...
				Design		23			23
				Project Management		82			82
				Construction		395			395
				Equipment		...			...
				TOTAL		500			500
Subtotal: Transportation Facilities				Site	...	...		...	...
				Design	4,260	3,710		...	3,710
				Project Management	7,773	8,106		195	8,301
				Construction	51,249	33,717		2,805	36,522
				Equipment	...	...		...	...
				TOTAL	63,282	45,533		3,000	48,533

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS 2 CAP

FUND Name & Code: CAPITAL (300)

AGENCY Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	District of Columbia Authority: Prior Authority	District of Columbia Authority: Future Request	District of Columbia Authority: Project Total (District)
Electrical Modernization Various Locations	GA7	DW	1990	Site		...			...
				Design		150		954	1,104
				Project Management		100		637	737
				Construction		1,000		6,370	7,370
				Equipment		...		...	...
				TOTAL		1,250		7,961	9,211
Major Roof Replacements Various Locations	GB7	DW	1989	Site		...		...	...
				Design		86		79	165
				Project Management		57		52	109
				Construction		570		522	1,092
				Equipment		...		...	...
				TOTAL		713		653	1,366
Emergency Mechanical, Electrical and Structural Renovations Various Locations	GC7	DW	1989	Site		...		...	
				Design		300		401	701
				Project Management		200		268	468
				Construction		2,000		2,676	4,676
				Equipment		...		...	...
				TOTAL		2,500		3,345	5,845
Public Works Support Facilities Various Locations	GD7	DW	1989	Site		...		...	...
				Design		100		500	600
				Project Management		85		335	420
				Construction		1,865		4,165	6,030
				Equipment		...		...	...
				TOTAL		2,050		5,000	7,050

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Replacement of Heating, Ventilation and Air Conditioning Systems	GF7	DW	1990	Site		...		...	...
				Design		305		42	347
				Project Management		203		28	231
				Construction		2,030		280	2,310
				Equipment		...		...	...
				TOTAL		2,538		350	2,888
Elevator Rehabilitation Various Locations	GG7	DW	1990	Site		...		...	...
				Design		140		516	656
				Project Management		94		344	438
				Construction		930		3,430	4,360
				Equipment		...		...	...
				TOTAL		1,164		4,290	5,454
Architectural Barrier Modifications Various Locations	GH7	DW	1988	Site		...		...	...
				Design		60		195	255
				Project Management		40		129	169
				Construction		400		1,290	1,690
				Equipment		...		...	...
				TOTAL		500		1,614	2,114
Asbestos Abatement Various Locations	GJ7	DW	1989	Site		...		...	...
				Design		350		1,750	2,100
				Project Management		250		1,250	1,500
				Construction		4,400		22,000	26,400
				Equipment		...			...
				TOTAL		5,000		25,000	30,000

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2** CAP

FUND: CAPITAL (300)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site		...		...	...
				Design		1,491		4,437	5,928
				Project Management		1,029		3,043	4,072
				Construction		13,195		40,733	53,928
				Equipment		...		...	...
Subtotal: Government Facilities				TOTAL		15,715		48,213	63,928

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DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Solid Waste Reduction Center (SWRC) Design Plan 3200 Benning Road, N.E.	SW7	7	1987	Site		...			...
				Design		500			500
				Project Management		...			...
				Construction		...			...
				Equipment		...			...
				TOTAL		500			500
Relief of Flooding and Drainage Complaints District-wide	105	DW	1993	Site		...	...	...	...
				Design		65	350	365	780
				Project Management		50	334	290	674
				Construction		515	9,046	2,965	12,526
				Equipment		...	...	...	...
				TOTAL		630	9,730	3,620	13,980
Capitol Hill Relief Sewer Sixth Street, N.E., and S.E.	120	6	1994	Site		...	...	...	...
				Design		5,600	...	...	5,600
				Project Management		...	360	3,400	3,760
				Construction		...	4,956	56,000	60,956
				Equipment		...	...	...	...
				TOTAL		5,600	5,316	59,400	70,316
Major Stormwater Relief Facilities Downtown: from Fifteenth and F Streets, N.W. to Potomac River	145	2	1993	Site		...		...	...
				Design		3,200		...	3,200
				Project Management		400		2,100	2,500
				Construction		3,000		29,550	32,550
				Equipment		...		...	...
				TOTAL		6,600		31,650	38,250

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site		...	...	...	...
				Design		9,365	350	365	10,080
				Project Management		450	694	5,790	6,934
				Construction		3,515	14,002	88,515	106,032
				Equipment		...	...	...	...
Subtotal: Environmental Facilities				TOTAL		13,330	15,046	94,670	123,046
				Site	...	...	...	...	...
				Design	4,260	14,566	350	4,802	19,718
				Project Management	7,773	9,585	694	9,028	19,307
				Construction	51,249	50,427	14,002	132,053	196,482
				Equipment	...	...	...	...	...
Grand Total: Department of Public Works Capital (300)				TOTAL	63,282	74,578	15,046	145,883	235,507

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Fort Lincoln Street Improvements	Project Number AC7	Ward(s) 5	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location Fort Lincoln	Estimated Completion Date 1991	Number of Square Feet	Useful Life (Years)	

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	290						290		290
Project Management	345						345		345
Construction	7,769						7,769		7,769
Equipment	...						...		...
TOTAL AUTHORITY	8,404						8,404		8,404

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		655		655
FY 1988		1,045		1,045
FY 1989		2,335		2,335
FY 1990		2,945		2,945
FY 1991		1,424		1,424
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		8,404		8,404

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☒	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Fort Lincoln Streets

Project Number: AC7

Project Location: Fort Lincoln

PROJECT JUSTIFICATION

The Department of Public Works is requesting $8,404,000 in new capital authority to complete the construction of Fort Lincoln Drive and to construct Joshua Barney Drive. When completed, these two streets will become the principal thoroughfares within Fort Lincoln, a new town initiated under the federal new towns program in the late 1960's. Capital authority in the amount of $6,822,000 has been approved for other portions of Fort Lincoln Drive in prior years in the capital budget of the Department of Housing and Community Development.

The completion of Fort Lincoln Drive and the construction of Joshua Barney Drive are part of the District's commitments under the Fort Lincoln Urban Renewal Plan and the Land Disposition Agreement between the District and the developer to develop a system of public improvements and facilities. The construction of these streets must be scheduled and completed to coincide with development of adjacent new housing, shopping areas, and recreation facilities to assure the successful marketing and timely development of Fort Lincoln. Substantial public investment in public improvements has already been made through the use of federal urban renewal grants.

OPERATING BUDGET IMPACT

The construction of these two streets should have a positive impact on the District's operating budget. By completing the temporary sections of Fort Lincoln Drive, improper drainage conditions will be corrected and the need to repair erosion damage to the roadbed will be eliminated. Similarly, construction of Joshua Barney Drive will correct improper drainage conditions and check erosion, reducing operating expenditures for removal of sediment and repair of other roads, storm sewers, and recreation sites.

Completion of the major street system for Fort Lincoln should have a positive effect on District revenues, resulting from the increased private development stimulated by these significant access improvements.

IMPACT ON THE COMMUNITY

Fort Lincoln New Town is a major new private development planned as a mixed income community. The new town occupies formerly vacant land acquired from the federal government. Many housing units have already been constructed and more are planned. Commercial and light-industrial development is planned, providing jobs, services, and tax revenues to benefit the District. Completion of these two streets will enhance the quality of life for those living or working in the new town.

Completion of Fort Lincoln New Town, with the necessary public improvements, is called for in the comprehensive plan for the District. The project will not displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The scope of work for this project includes, but is not limited to:

- Preparing contract plans, design, specifications, and estimates;
- Grading and preparing sub-base;
- Installing curbs, gutters, and sidewalks;
- Paving;
- Installing medians;
- Installing street lights and signs; and
- Landscaping.

2431

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)
AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Environmental Hazard Elimination	Project Number: AD7	Ward(s): DW	Project is: ☐ New Construction ☐ Renovation ☒ Repairs
Project Location: District-wide	Estimated Completion Date: 1990	Number of Square Feet: NA	Useful Life (Years): 20

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	80	133					80	133	213
Project Management	137	216					137	216	353
Construction	253	1,437					253	1,437	1,690
Equipment	...	...					...	...	...
TOTAL AUTHORITY	470	1,786					470	1,786	2,256

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		70	266	336
FY1988		190	722	912
FY1989		190	722	912
FY1990		20	76	96
FY1991		...	...	...
FY1992		...	...	...
FY1993		...	...	...
FY1994		...	...	...
FY1995		...	...	...
TOTAL		470	1,786	2,256

[illegible]

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):

Primary
Interstate

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☒	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Environmental Hazard Elimination	AD7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works is requesting $470,000 in new authority to support the District share of the Environmental Hazard Elimination project. Total cost for this project is expected to be $2,250,000, with $1,780,000 in federal grants.

The District of Columbia's street and highway system includes a number of tunnels, carrying large volumes of traffic. These tunnels depend on electric power for their safe operation. Powerful ventilation systems are required to remove carbon dioxide, carbon monoxide, and hydrocarbon emissions from the tunnels and replenish the fresh air supply. The tunnels also have electric lighting, which is adjusted by a dimming system in order to provide the appropriate level of illumination at different times of the day.

Among the electrical components of the high voltage system for the blowers and lights are reactors, which are part of the dimming system, and capacitors, which provide a correction to the power factor. Transformers regulate the voltages and switches activate the electrical systems. Reactor, capacitor, and transformer components use a liquid coolant containing polychlorinated biphenyls (PCBs). The manufacture of electrical equipment with PCB-coolants is now prohibited by law and regulations, because PCBs can cause adverse health effects in humans and animals. Prior to the discovery of the health hazards associated with PCBs, however, their use in reactors, capacitors, and transformers was widespread.

The District's highway electrical systems were installed in a 10-year span beginning in 1963. The manufacture of electrical equipment containing PCBs was prohibited in 1977.

In FY 1985 the District Council passed legislation (Bill No. 5-477) which requires all transformers containing PCBs to be replaced by July 1, 1989.

Current federal regulations require that electrical equipment containing PCBs be removed and properly disposed of either within a specified time period or at the end of the item's useful life, depending upon the type of equipment and its location.

Currently, the replacement of electrical equipment containing PCBs is being carried out in the Mall tunnels. Following the current effort, 125 reactors and 131 transformers that contain PCBs will still remain in highway tunnels.

Plans are currently being prepared for a low voltage system for the street lights in the South Mall Tunnel, which, when installed (in approximately two years), will minimize the necessity for capacitors. In the meantime, the present PCB-coolant capacitors must remain in service. The authority requested will support the efficient removal of PCB capacitors by the deadline specified in Bill No. 5-477.

OPERATING BUDGET IMPACT

Currently, no operating funds are identified for maintenance or replacement of major electrical components which contain PCBs. This capital upgrade of equipment will not reduce the operating budget but will reduce future increases in maintenance costs.

IMPACT ON THE COMMUNITY

The project will make better use of existing infrastructure and thereby contribute to the economic viability of the District. The construction jobs created will be in the private sector.

This project supports the adequate public facilities goal of the comprehensive plan. There will be no residences or businesses displaced by the project.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District government and by federal funds appropriated for highway improvements.

SCOPE OF WORK

This project will include, but will not be limited to:

- Surveying, inventorying, and testing all electrical components;
- Purchasing and installing replacement components;
- Removing and disposing properly of components containing PCBs;
- Cleaning up spilled or leaked PCBs and arrange for proper disposal;
- Calibrating all replacement equipment; and
- Proposing changes to work site and procedures for handling equipment.

Locations involved are:

- North and South Mall tunnel ventilation power distribution center;
- Ninth Street Expressway power distribution center; and
- Barney Circle underpass power distribution center (I-295).

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY **3** CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Two-Way Mobile Radio System	Project Number AE7	Ward(s) DW	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location District-wide	Estimated Completion Date 1988	Number of Square Feet NA	Useful Life (Years) 7	

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	...				...		...		...
Project Management	32				195		227		227
Construction	468				2,805		3,273		3,273
Equipment	...				...		...		...
TOTAL AUTHORITY	500				3,000		3,500		3,500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		350		350
FY 1988		150		150
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		500		500

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☒

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☐
- Not Applicable ☒

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: CAPITAL (300)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

Project Name	Project Number	Project Location
Two-way Mobile Radio System	AE7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works requests $500,000 in new FY 1987 capital authority to install a 800 MHZ trunked two-way radio system. An additional $3,000,000 in capital authority will be requested for this project in a future capital budget.

The system will connect three previously independent departments, each with its own two-way radio system and will be integrated with the new Emergency Preparedness System. Each of these systems operates on a different frequency. An integrated, unified, effective communication system is essential for the new department. The present radio systems are significantly overloaded, resulting in serious delays and user queuing. The proposed 800 MHZ system would provide a unified system with sufficient capacity, and would also offer improved transmission range and quality.

New technology provides for a 800 MHZ trunking system as the best all-purpose system for the department. Improved communication between the director and administrators, and between selected administrators and sub-fleets will be achieved by this system. The new system will permit better coordination and redirection of fleets, while maintaining communication between sub-fleets: This capability is especially necessary during snow storms and other special situations that require prompt, coordinated response.

The 800 MHZ frequency has been assigned to the District by the Federal Communications Commission. Prompt action by the District is needed to secure this frequency for permanent use.

The proposed Public Works radio system will be integrated with the new emergency radio system being developed by the Office of Emergency Preparedness. The latter system will be financed in part by the Federal Emergency Management Agency. It is expected that the Public Works radio system will be able to benefit from some of the basic elements of the emergency system, resulting in less capital outlay by the District.

OPERATING BUDGET IMPACT

The reduction in the number of different radio units due to consolidation should reduce the operating costs on a long-range basis.

IMPACT ON THE COMMUNITY

The installation of a single consolidated two-way radio communication system for the whole department should result in better response during snow storms and other emergencies.

This project supports the adequate public facilities goal of the Comprehensive Plan. The project will not displace any residences or businesses.

SOURCE OF REVENUES FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The scope of work consists of the installing a turnkey 800 MHZ types of equipment:

- -- Mobile units;
- -- Portable units;
- -- Selective call consoles;
- -- Control stations; and
- -- Remote controls.

The various types of equipment will be used at central dispatch stations, in vehicles, and by field personnel, including parking control aides. The system will serve the following offices and administrations.

- -- Director's Office;
- -- Design, Engineering & Construction Administration (DECA);
- -- Transportation Systems Administration (TSA);
- -- Public Space Maintainence Administration (PSMA);
- -- Water and Sewer Utility Administration (WASUA); and
- -- Fleet Maintainence Administration (FMA).

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Highway Aid Matching Fund		Project Number AF7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location District-wide		Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	127	80					127	80	207
Project Management	190	120					190	120	310
Construction	683	800					683	800	1,483
Equipment	...	...					...	...	...
TOTAL AUTHORITY	1,000	1,000					1,000	1,000	2,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		150	150	300
FY 1988		800	800	1,600
FY 1989		50	50	100
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		1,000	1,000	2,000

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):
All the federal highway aid categories
for which the District's program qualifies.

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Highway Aid Matching Fund	AF7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $1 million in new authority to support the District share for the Highway Aid Matching Fund. Total cost for this project is expected to be $2 million with $1 million in federal funds.

The District's highway program receives substantial federal aid each year. This federal aid is provided in several categories, however, funding for these categories fluctuates; sometimes additional, unanticipated federal aid can be received during the year. Unless the District has the local matching funds and can submit a qualifying project, these funds must be returned to the Federal Highway Administration for redistribution to other states. The time available to submit projects to take advantage of these funds is usually very short. The highway aid matching project will enable the District to tap the additional federal aid more effectively, to augment the base program.

This project also is requested to provide access to capital authority when it is needed to replace or restore a transportation facility damaged by an accident, flooding, landslide, or other unanticipated occurrence. In such instances, the fund would be used either to match federal aid or to cover the full cost of restoration for facilities not eligible for federal aid. During FY 1985, 3 emergencies required significant restoration. These included the destruction of a pedestrian bridge over Kenilworth Avenue and damage to the Eastern Avenue bridge, also over Kenilworth Avenue, both caused by the impact of raised dump truck beds. The third emergency was the collapse of a one-block section of Vista Street, N.E., when the underlying roadbed washed out.

The federal-aid categories under which the District is eligible to receive federal highway assistance depends on various criteria established by federal law and regulations. The categories consist of the following:

Interstate:	Used for new construction of interstate system facilities;
Interstate 4R:	Repaving, restoration, rehabilitation, and reconstruction of interstate facilities;
Primary:	Used for work on major roadways;
Urban:	Used for work on urban system (minor) roadways;
Safety:	Used for active or passive hazard elimination devices;
Interstate Substitution:	Federal authority available from the cancellation of authorized Interstate construction projects;
Bridge replacement:	Used for work on structures that meet federal bridge deficiency criteria;
Discretionary:	Based on special criteria, including the District's need relative to the other states; and
Demonstration:	Special funding for limited-time pilot projects.

IMPACT ON THE COMMUNITY

The project will enable the department to respond to urgent street improvement needs more rapidly and make better use of highway aid available from the federal government. Private sector construction jobs will be provided as a result of activity funded by this project. The project is consistent with the comprehensive plan policy calling for a systematic program for the repair and improvement of streets. There will be no businesses or residences displaced by this project.

SOURCE OF REVENUES FOR THE REQUESTED

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

Authority established under this project will be used primarily for resurfacing and reconstruction, although it is also intended to be used in any highway improvement project where further authority would enable the District to respond to emergency rehabilitation needs or to undertake additional high-priority projects.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Emergency Communications Cable Replacement	Project Number: AK7	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repair	
Project Location: District-wide	Estimated Completion Date: 1990	Number of Square Feet: NA	Useful Life (Years): 20	

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	250						250		250
Project Management	240						240		240
Construction	1,160						1,160		1,160
Equipment	...						...		...
TOTAL AUTHORITY	1,650						1,650		1,650

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		250		250
FY 1988		580		580
FY 1989		580		580
FY 1990		240		240
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,650		1,650

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ____
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Emergency Communications Cable Replacement	AK7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $1,650,000 in new authority for the Emergency Communication Cable Replacement project. The District relies on an underground cable system for a number of critical, 24-hour public safety operations. The system is used to monitor fire alarm boxes in District and federal government buildings, hospitals, nursing homes, hotels, college facilities, embassies, theatres, and other high-occupancy buildings, as well as the curbside fire alarms boxes. The cable system is also used to dispatch fire and rescue personnel in response to alarms received through the 911 telephone system, the call boxes or police radios. A further use of the cable system is to monitor the public schools security alarms and to operate the unmanned water and sewage pumping stations.

The existing cable system is 55 years old, having been installed in 1930. It uses paper-insulated cables, which were required to be replaced under the 1973 Fire Code. In addition to presenting a fire danger, the paper insulation becomes wet whenever water enters the manholes and conduits, and portions of the system lose conductivity. When this occurs, critical time elapses, as fire and ambulance dispatchers switch to telephones to attempt to reach emergency personnel. Fire alarms placed at call boxes are not received. Stormwater may back up in sewers, streets, and basements because remote-control gates cannot be opened. System failure occurred on at least 1,150 occasions in 1984. Dependable operation of the communications cable system, in short, is essential to the public health and safety; failure to assure system dependability exposes the District government to liability for personal injury and property loss caused by delays in responses to emergencies.

OPERATING BUDGET IMPACT

Upgrading of the system should reduce expenditures for emergency repairs of the old, deteriorated system. Annual damage repair will be reduced in-half from the current cost of $120,000 to an estimated $60,000.

IMPACT ON THE COMMUNITY

The cable network is a critical element in the District's public safety system. This project supports the adequate public facilities goal of the comprehensive plan. The project will not displace any businesses or residences.

SOURCES OF REVENUES FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The requested project consists of a preliminary engineering assessment of the existing system, replacement of the cable and extension of the cable system to areas recently developed such as Fort Lincoln and University Park; these extensions are required by the District Fire Code.

The work will include replacement of trunk cables between Fire Headquarters and the 22 distribution centers. The cables will be fed through existing conduits from manholes. Little or no trenching will be required. This project will include, but not be limited to, the following work:

-- Reviewing system design (engineering);

-- Removing and replacing 600,000 linear feet of cable;

-- Splicing cable;

-- Inspecting and testing spliced cable; and

-- Conducting final inspection.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Downtown Street Improvements	Project Number A07	Ward(s) 2	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Downtown Urban Renewal Area	Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 30+

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	...	...					...	...	...
Project Management	122	161					122	161	283
Construction	278	1,112					278	1,112	1,390
Equipment	...	...					...	...	...
TOTAL AUTHORITY	400	1,273					400	1,273	1,673

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		60	191	251
FY 1988		315	1,001	1,316
FY 1989		25	81	106
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		400	1,273	1,673

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):

Primary
Urban System

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☒		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)	AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)	
Project Name Downtown Street Improvements	Project Number A07	Project Location Downtown Urban Renewal Area

PROJECT JUSTIFICATION

The Department of Public Works is requesting $400,000 in new authority to support the District share of the Downtown Street Improvements project. Total cost for this project is expected to be $1,679,000, with $1,279,000 in federal grants. Improvements will be carried out in the area extending from Fifteenth Street, N.W., on the west to the Center Leg Freeway on the east, and from Pennsylvania Avenue, N.W., on the south to M Street and Massachusetts Avenue, N.W., on the north. This project is a major element of the public works program to implement the downtown plan recommendations of the Mayor's Downtown Committee. As part of this work, a street classification system was developed that identified automobile, bus and pedestrian oriented streets. The appropriate use and corresponding design of the streets are determined by balancing the amount of space allotted among the completing travel modes.

As vehicle and pedestrian traffic demand and volumes increase, the streets in the downtown area must be carefully managed so that all travel needs are accommodated, yet an attractive environment is maintained for the pedestrian. The quality of the environment, the ease of access, and the adequacy of parking are key factors in the economic revitalization of the downtown area. This project involves the reconstruction of selected downtown streets. As development continues in the retail core, special street designs are needed to ensure the safety of pedestrians and the efficiency of bus movement and goods deliveries. Modifications include widening sidewalks, changing traffic signals, planting trees and providing other pedestrian amenities.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delay in implementing this project could result in increased maintenance costs of downtown streets associated with repairing deteriorating street paving, sidewalks, curbs and gutters. The project will not directly generate any revenues, although it is intended to stimulate commercial activity in the downtown area.

IMPACT ON THE COMMUNITY

The project will restore infrastructure necessary to maintain the economic viability of the District. The construction jobs created will be in the private sector. There will be no businesses or residences displaced by this project.

The comprehensive plan calls for the reduction in conflicts between pedestrian and vehicular traffic to increase pedestrian safety, and for special streetscape improvements to enhance the visual quality of the Downtown area. This project directly supports those policies.

SOURCES OF REVENUES FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

The scope of work for this project includes, but is not limited to:

-- Installing curb configurations;

-- Widening sidewalks;

-- Modifying street and traffic lights,

-- Planting trees;

-- Installing signs and pedestrian amenities; and

-- Providing other appropriate modifications.

Specific locations will be selected to complement private development.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Local Street Improvements	Project Number CA7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repair
Project Location District-wide	Estimated Completion Date 1988	Number of Square Feet NA	Useful Life (Years) 50

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	140						140		140
Project Management	320						320		320
Construction	1,540						1,540		1,540
Equipment	...						...		...
TOTAL AUTHORITY	2,000						2,000		2,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		1,200		1,200
FY 1988		800		800
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,000		2,000

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:__________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK **4 CAP**

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Local Street Improvements	CA7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $2 million in new authority for the Local Street Improvements project. This continuing project provides improvements for over 650 miles of local streets that are not within the federal-aid highway system. The project includes initial paving of alleys and sidewalks as well as the initial low-cost construction of residential streets in new neighborhoods. In addition, the project provides for curb, gutter and sidewalk replacement. Authority for upgrading and resurfacing local streets is requested in two other Department of Public Works capital projects.

Local streets and alleys provide vehicular and pedestrian access to residential properties, neighborhood shops, schools, and parks in the District. The condition of local streets affects property values and the resulting tax base. Timely replacement of deteriorated curbs, gutters, or sidewalks will reduce maintenance costs, sustain neighborhood quality, and preserve the tax base.

Construction of new sidewalks and alleys is scheduled when over 50 percent of the owners of the abutting properties have petitioned for the work to be done. Additional locations may be selected by citizen requests. The D.C. Code requires public hearings to be held for all proposed locations prior to construction. Currently, there is a 3-year backlog of petitions due to capital authority limitations.

Existing sidewalks may deteriorate because of tree-root growth, erosion, frost-heave expansion, and old age. This project provides for replacing deteriorated sidewalks, which becomes safety hazards and interfere with pedestrian travel.

Streets constructed to full standards include permanent curbs and gutters. These curbs and gutters deteriorate because of age, salt damage, tree-root growth, frost heave, and repeated impact from motor vehicles. Replacement of curbs and gutters when they become unserviceable is necessary to channel storm water runoff properly, delineate the roadway, protect tree spaces, and improve the efficiency of Metrobus operations.

New streets require grading and temporary paving to provide interim access in developing areas. This work usually is requested by a developer and is coordinated with the installation of sewer and water lines by the Water and Sewer Utility Administration of the department. Newly graded streets are improved with a low-cost, all-weather roadway, usually a bituminous gravel with bituminous coating.

The advance design of FY 1988 work will allow the department to award work and begin construction in early spring of 1988 to take full advantage of the construction season.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delay in implementation on this project could increase maintenance costs due to further deterioration of the existing sidewalks, curbs, gutters, and alleys. The project will not generate revenues.

IMPACT ON THE COMMUNITY

This project will restore the infrastructure necessary to maintain the economic viability of the District. The construction jobs created will be in the private sector.

The local street improvements project supports the comprehensive plan policy of encouraging development by providing temporary street paving in developing areas. The project will not displace any residences or businesses.

SOURCES OF REVENUES FOR THE REQUESTED PROJECT

The anticipated revenue source for this project is general obligation bonds issued by the District of Columbia government. This is one of the few street improvement programs that do not qualify for federal highway aid.

SCOPE OF WORK

Work locations are determined annually based on criteria that include citizen petitions, inspection surveys, maintenance history, and area development. For those reasons, specific locations for each category of work are not provided in the budget request.

Preparation of plans, specifications, estimates, and construction contract administration are included in the various segments of this project. The following categories of work comprise local street improvements:

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Local Street Improvements (cont.)	CA7	District-wide

-- Constructing new sidewalks and alleys;

-- Replacing sidewalk removing existing pavement, preparing subgrade, and constructing new pavement;

-- Replacing curb and gutters; removing deteriorated curb and gutter; preparing subgrade and replacing with new concrete curb and gutter;

-- Constructing low-cost streets, which involves grading unpaved streets and improving newly graded streets with all-weather roadway, usually a bituminous-treated gravel; and

-- Constructing drainage structures.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Traffic Safety Improvements	Project Number CB7	Ward(s) DW	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location District-wide	Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 20	

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	77	142					77	142	219
Project Management	116	212					116	212	328
Construction	157	1,416					157	1,416	1,573
Equipment	...	...					...	...	...
TOTAL AUTHORITY	350	1,770					350	1,770	2,120

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		35	177	212
FY 1988		200	1,410	1,610
FY 1989		15	110	125
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		350	1,770	2,120

OB 8/85

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):

Hazard Elimination
Interstate 4R

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number:________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)		AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
Project Name Traffic Safety Improvements	Project Number CB7	Project Location District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $350,000 in new authority to support the District share for the Traffic Safety Improvements project. Total cost for this project is expected to be $2,120,000, with $1,770,000 in federal grants. Safety improvements will provide needed betterments of existing facilities at high-accident and hazardous locations. The department needs authority to modify traffic channeling, signals, signs, and pavement markings. This project also includes the elimination or relocation of visual obstructions and the installation of impact attenuators. The need for safety improvements is determined from review of accident records, inspections and surveys, and citizen's requests. The District has been able to reduce the number of traffic fatalities as a result of improved traffic safety programs, of which this project is a part.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delay in implementing this project could increase maintenance costs and increase the District's liability expenses. The project will not generate any revenues.

IMPACT ON THE COMMUNITY

The project will restore infrastructure necessary for maintaining the economic viability of the District. Construction jobs created will be in the private sector. There will be no business or residences displaced by the project.

The comprehensive plan calls for the reduction in conflicts between pedestrian and vehicular traffic to increase pedestrian safety. This project directly supports that policy.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid. Each dollar of District authority budgeted for the project is matched by approximately four dollars in federal aid.

SCOPE OF WORK

At each location identified for safety improvements, one or more of the following improvements will be made:

- -- Changing traffic signals, pavement markings or modifying traffic channeling;
- -- Installing safety fences at overhead structures; and
- -- Eliminating, relocating, or protecting roadside obstacles.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Bridge Replacement and Rehabilitation

Project Number: CD7

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: District-wide

Estimated Completion Date: 1989

Number of Square Feet: NA

Useful Life (Years): 50

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
	Project Budget Authority								
Site	...	...					...	...	...
Design	875	2,002					875	2,002	2,877
Project Management	1,794	3,931					1,794	3,931	5,725
Construction	3,442	26,213					3,442	26,213	29,655
Equipment	...	...					...	...	...
TOTAL AUTHORITY	6,111	32,146					6,111	32,146	38,257

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		680	2,591	3,271
FY 1988		3,660	22,743	26,403
FY 1989		1,771	6,812	8,583
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		6,111	32,146	38,257

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Supplementary Project Information

If grant funded, name the grantor: Federal Highway Administration (FHWA): Bridge Replacement and Rehabilitation

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:__________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Bridge Replacement and Rehabilitation	CD7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works is requesting $6,111,000 to support the District share in new authority for the Bridge Replacement and Rehabilitation project. Total cost for the project is expected to be $29,395,000 with $23,284,000 in federal funds. Bridges are critical links in the District's street and highway network. Most of the District's major bridge structures span bodies of water or valleys, while other bridges form grade separations between highways or other transportation facilities.

Deterioration of bridge structures results from aging, heavy loads, and the salt spread on the roadways to melt ice. Bridge closures resulting from deterioration may result in detour routes that tend to be inconvenient and congested. Emergency detours cause traffic overloads on alternative routes, disrupt public transit schedules, reduce access, and increase response times of emergency vehicles. In addition, detours can increase the cost of commercial deliveries and discourage shopping and other trips in the District that are important to business vitality and the District's tax base.

Replacement or rehabilitation of deteriorated bridges is the department's highest priority in the transportation portion of the capital program. It is an essential program to avoid emergency bridge closures. The current bridge replacement program is based on a consultant's comprehensive 15-year needs study, which recommends the replacement or rehabilitation of 44 bridges. The bridge study was conducted in 1979 and 1980, and will be updated to include assessment of current conditions during FY 1986.

New or improved pedestrian and bicycle accommodations are included in bridge rehabilitation projects whenever possible. Bridges also receive the latest state-of-the-art deck designs to improve resistance to de-icing chemicals.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delays in bridge rehabilitation and replacement could increase maintenance costs. The project will not generate any revenues directly, although sales tax and gasoline tax revenues might be affected adversely by the excessive congestion and inconvenience created by the need to close a badly deteriorated bridge.

IMPACT ON THE COMMUNITY

The project will restore the infrastructure necessary to maintain the economic viability of the District. The construction jobs created will be in the private sector.

The District's comprehensive plan calls for continued implementation of the department's 15-year rehabilitation program and recognizes that bridge rehabilitation will remain an important capital budget item well into the 1990s (Sec. 601). This project will not displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

This capital improvement project includes all engineering and construction applicable to the restoration or replacement of existing bridge decks, superstructures, and substructures. Priority for rehabilitation or replacement is based on the 15-year needs study and on subsequent monitoring of bridge conditions.

Authority requested in FY 1987 is for the following bridges:

Michigan Avenue over Park Place, N.W., bridge #46, Wards 1 and 4. - Authority is requested in FY 1987 to prepare contract plans, specifications, and estimates. Authority for construction is recommended in the coming years. The proposed scope of work includes removing and replacing the existing concrete deck, repairing the substructure and superstructure, replacing necessary electrical work, and adding the latest in safety appurtenances. The deck will have new waterproofing.

Charles Glover Memorial Bridge (Massachusetts Avenue) over Rock Creek Parkway, bridge #114, Wards 1 and 3. Authority is requested in FY 1987 to prepare contract plans, specifications, and estimates. Authority for construction will be requested in the coming years. The proposed scope of work includes replacing the existing concrete deck and sidewalks, repairing the superstructure, and adding safety features, railings and waterproofing.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Bridge Replacement and Rehabilitation (cont.)	CD7	Various Locations

Case Memorial Bridge (Washington Channel Bridge), bridge #1113, Ward 2. Authority is requested in FY 1987 to prepare contract plans, specifications, and estimates. Authority for construction will be requested in the coming years. The proposed scope of work includes removing and replacing the existing concrete deck; repairing the existing superstructure, roadway dams and bridge bearings; upgrading the existing lighting, signing and safety devices. The deck will have new waterproofing.

John Philip Sousa Bridge (Pennsylvania Avenue Bridge) over Anacostia River, bridge #54, Ward 6. Authority is requested in FY 1987 for construction. Plans, estimates, and specifications were authorized in FY 1986. The scope of work includes removing and replacing the existing concrete deck; restoring existing railings, lights, and roadway dams; painting the superstructure; providing safety improvement; and installing new waterproofing in the deck.

Southwest Freeway over South Capitol Street bridge #1104, Wards 2 and 6. Authority is requested in FY 1987 for construction. Plans, estimates and specifications were authorized in FY 1985. The scope of work includes widening, replacing, and rehabilitating the existing concrete deck; repairing the superstructure; providing safety improvements; and installing new waterproofing in the deck.

Benning Road Bridge (Eastbound) over Railroad Tracks and Kenilworth Avenue, bridge #503, Ward 7. Authority is requested in FY 1987 for construction. Plans, estimates, and specifications were authorized in FY 1985. The scope of work includes constructing a new deck with a protective system against the corrosive action of de-icing chemicals, repaving substructure concrete and superstructure steel, and installing safety improvements.

Duke Ellington Bridge (Calvert Street) over Rock Creek Park, bridge #30, Wards 1 and 3. Authority is requested in FY 1987 for construction. Plans, estimates and specifications were authorized in FY 1985. The scope of work includes removing and replacing the existing concrete deck and sidewalks, repairing the arch and superstructure, improving drainage, providing safety appurtenances, and installing new waterproofing in the deck.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Resurfacing Streets and Highways	Project Number: CE7	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: District-wide	Estimated Completion Date: 1989	Number of Square Feet: NA	Useful Life (Years): 25

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	550	968					650	968	1,618
Project Management	2,876	2,232					2,876	2,232	5,108
Construction	10,007	14,888					10,007	14,888	24,895
Equipment	...	...					...	...	...
TOTAL AUTHORITY	13,533	18,088					13,533	18,088	31,621

Allocation of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		3,350	4,327	7,677
FY 1988		6,620	9,933	16,553
FY 1989		3,000	3,000	6,000
FY 1990		563	828	1,391
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		13,533	18,088	31,621

OB 6/86

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):
Primary
Urban System
Interstate Substitution

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:______________

See CAP 4 for further information

2450

DISTRICT OF COLUMBIA GOVERNMENT FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Resurfacing Streets and Highways	Project Number CE7	Project Location District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $13,533,000 in new authority to support the District share of the Resurfacing Streets and Highways project. Total cost for this project is expected to be $29,980,000, with $16,447,000 in federal grants. The purpose of this project is to improve and protect streets and highways through timely resurfacing. Resurfacing is needed to restore pavement damaged by weather, traffic, aging, and other causes. The timely resurfacing of streets and alleys prevents extensive deterioration, extends the useful life of the original construction, and consequently, diminishes the frequency with which more costly pavement reconstruction is needed.

The FY 1987 appropriation request includes authority both for actual resurfacing and for the design of those streets and highways proposed for resurfacing in the FY 1988 program. This method of scheduling allows the department to award contracts and begin construction in early spring, which maximizes the amount of work accomplished during each construction season.

This project is part of an aggressive program to improve 30 miles of streets each year. At least 30 miles of street should receive improvement each year to keep pace with the rate of deterioration in the District's 1,020-mile street network. Approximately one-third of the District's street mileage consists of streets and highways that are eligible for federal highway aid. Federal highway aid, financed from the federal tax on gasoline and other motor fuels, contributes approximately 80 percent of the cost of the rehabilitation; thus, each dollar of District capital authority budgeted for resurfacing federal aid streets is matched by $4.00 in federal aid. The resurfacing of the remaining two-thirds of the street network is financed entirely from District appropriations.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delays in street resurfacing could increase maintenance costs, especially those associated with filling potholes. The project will not directly generate any revenues.

IMPACT ON THE COMMUNITY

The project restores the infrastructure necessary for maintaining the economic viability of the District. The construction jobs created by it will be in the private sector. The project will not displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

The work to be completed includes:

-- Preparing contract plans, specifications, and estimates for the FY 1987 program;

-- Removing existing asphalt surface;

-- Replacing deteriorated portions of pavement base;

-- Replacing deteriorated medians, curbs, gutters, and sidewalks;

-- Constructing asphalt surface overlay; and

-- Installing pavement markings and other traffic controls; and replacing street name signs where needed.

A list of streets requested for resurfacing authorization in the FY 1987 budget follows:

LOCAL STREETS - LIGHT COVER

Northeast	From	To	Ward
Faraday Pl.	South Dakota Ave.	6th Pl.	5
Farragut St.	South Dakota Ave.	6th Pl.	5
Jackson St.	7th St.	8th St.	5
Oglethorpe St.	8th St.	Eastern Ave.	4
Perry Pl.	10th St.	Dead end	5
S St.	2nd St.	4th St.	1
9th St.	East Capitol St.	Constitution Ave.	6
16th St.	W St.	Adams St.	5
17th St.	Monroe St.	Newton St.	5
17th St.	Otis St.	Randolph St.	5
17th St.	Rhode Island Ave.	Jackson St.	5
17th St.	Otis Pl.	Randolph St.	5
21st St.	Upshur St.	Varnum St.	5

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Resurfacing Streets and Highways (Cont.)

Project Number CE7

Project Location District-wide

LOCAL STREETS - LIGHT COVER (CONT.)

Northwest	From	To	Ward
Butterworth Pl.	44th St.	46th St.	3
Dumbarton St.	28th St.	Wise Ave.	2
Fairmont St.	Georgia Ave.	Sherman Ave.	1
Fairmont St.	13th St.	14th St.	1
Franklin St.	New Jersey Ave.	Dead end	2
Garrison St.	39th St.	Wisconsin Ave.	3
Girard St.	Georgia Ave.	Sherman Ave.	1
Harrison St.	Connecticut Ave.	39th St.	3
Jenifer St.	Chevy Chase Pkwy.	Nebraska Ave.	3
Luray Pl.	Park Pl.	Warder Pl.	1
Parkwood Pl.	14th St.	Center St.	1
Quincy St.	New Hampshire Ave.	Georgia Ave.	4
S St.	10th St.	12th St.	1,2
Sheridan St.	3rd St.	5th St.	4
T St.	Rhode Island Ave.	2nd St.	5
Underwood St.	Georgia Ave.	14th St.	4
Verplanck Pl.	45th St.	47th St.	3
19th St.	Belmont Rd.	Biltmore St.	1
32nd St.	Q St.	R St.	2,3
32nd St.	Stephenson Pl.	Tennyson St.	3
33rd St.	Morrison St.	Northampton St.	3
38th St.	Woodley Rd.	Macomb St.	3
41st St.	Benton St.	North of Beecher St.	3
43rd Pl.	Albermarle St.	Murdock Mill Rd.	3
45th St.	Hoban St.	Hadfield La.	3

Southeast	From	To	Ward
A St.	3rd St.	5th St.	6
Anacostia Rd.	29th St.	Minnesota Ave.	7
C St.	12th St.	13th St.	6
E St.	9th St.	Pennsylvania Ave.	6
E St.	15th St.	17th St.	6
Eaton Rd.	Firth Sterling Ave.	Ward Rd.	8
Forrester St.	6th St.	Barnaby Rd.	8
G St.	6th St.	8th St.	6
Gainsville St.	Alabama Ave.	Naylor Rd.	8
Galveston St.	6th St.	Barnaby Rd.	8
Galveston Pl.	6th St.	Barnaby Rd.	8
L St.	2nd St.	3rd St.	2
Oakwood St.	Portland St.	4th St.	8
Orange St.	Oakwood St.	2nd St.	8
Pitts Pl.	Morris Rd.	500 feet north	6
Q St.	17th Pl.	18th St.	6
Savannah St.	Stanton Rd.	Dead End	8
Savannah Ter.	23rd St.	Cul-de-sac	8
W St.	14th St.	16th St.	6
2nd St.	Oakwood St.	Newcomb St.	8
3rd St.	Virginia Ave.	No. Carolina Ave.	6
18th St.	Virginia Ave.	M St.	6
5th St.	Pennsylvania Ave.	E St.	2
16th St.	East Capitol St.	Independence Ave.	6
13th St.	D St.	Potomac Ave.	6
55th St.	East Capitol St.	Central Ave.	7

Southwest	From	To	Ward
Carrollsburg Pl.	O St.	P St.	2

LOCAL STREETS - REGULAR COVER

Northeast	From	To	Ward
Adams St.	3rd St.	4th St.	5
Randolph St.	Michigan Ave.	14th St.	5
10th St.	Rhode Island Ave.	Franklin St.	5
10th St.	H St.	Maryland Ave.	5
10th St.	Michigan Ave.	Quincy St.	5
10th St.	Constitution Ave.	East Capitol St.	6
12th St.	Galloway St.	Hamilton St.	5

Northwest	From	To	Ward
Bohrer St.	Florida Ave.	U St.	1
Brandywine St.	43rd St.	45th St.	3
Cathedral Ave.	Connecticut Ave.	Park Land	3
Holly St.	16th St.	200 feet east	4
Ingomar St.	41st St.	Reno Rd.	3
Keefer Pl.	6th St.	Georgia Ave.	1
N St.	23rd St.	24th St.	2
Northampton St.	32nd St.	33rd St.	3

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DISTRICT OF COLUMBIA GOVERNMENT * * * FY CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Resurfacing Streets and Highways (Cont.)

Project Number: CE7

Project Location: District-wide

LOCAL STREETS - REGULAR COVER (CONT.)

Northeast	From	To	Ward
Orchid St.	Kalmia Rd.	Primrose Rd.	4
Quesada St.	Broad Branch Rd.	Nevada Ave.	3
Quintana Pl.	5th St.	7th St.	4
Rock Creek Ford Rd.	14th St.	Fort Stevens Dr.	4
T St.	5th St.	Florida Ave.	1
T St.	11th St.	13th St.	1
W Pl.	Tunlaw Rd.	Wisconsin Ave.	2
1st St.	Florida Ave.	New York Ave.	5
3rd Pl.	Missouri Ave.	Madison St.	4
8th St.	Missouri Ave.	Peabody St.	4
9th St.	Kennedy St.	Longfellow St.	4
9th St.	Quackenbos St.	Piney Branch Rd.	4
10th St.	Monroe St.	Spring Rd.	1
12th Pl.	Rittenhouse St.	Piney Branch Rd.	4
17th St.	Park Rd.	Newton St.	1

Southeast	From	To	Ward
Burke St.	18th St.	19th.	6
C St.	15th St.	18th St.	6
Chicago St.	Shannon Pl.	Railroad Ave.	6,8
Erie St.	16th St.	17th St.	6,8
Danbury St.	South Capitol St.	South Capitol Ter.	8
Highwood Dr.	Branch Ave.	Nash Pl.	7
L St.	17th St.	19th St.	5
Newcomb St.	4th St.	5th St.	8
Portland St.	8th St.	Dead End	8
R St.	Naylor Rd.	25th St.	6
Shannon Pl.	Talbert St.	Chicago St.	8
3rd St.	Pennsylvania Ave.	North Carolina Ave.	6
11th Pl.	Trenton Pl.	Congress St.	8
13th St.	Mississippi Ave.	Trenton Pl.	8
14th St.	Pennsylvania Ave.	D St.	6
15th St.	Pennsylvania Ave.	K St.	6
16th St.	W St.	Good Hope Rd.	6
18th St.	Independence Ave.	Massachusetts Ave.	6
19th St.	Savannah St.	Mississippi Ave.	8
24th Pl.	Irving St.	Hartford St.	8
30th St.	Naylor Rd.	Southern Ave.	8

FEDERAL AID RESURFACING

Northeast	From	To	Ward
Eastern Ave.	Sligo Mill Rd.	New Hampshire Ave.	4
Edgewood St.	4th St.	7th St.	5
Rhode Island Ave.	20th St.	Eastern Ave.	5
4th St.	Rhode Island Ave.	Franklin St.	5

Northwest	From	To	Ward
Georgia Ave.	Madison St.	Missouri Ave.	4
Georgia Ave.	W St.	Barry Pl.	1
Harvard St.	11th St.	14th St.	1
K St.	14th St.	16th St.	2
McKinley St.	Chevy Chase Pkwy.	33rd St.	3
Nebraska Ave.	Cumberland St.	Reno Rd.	3
Pennsylvania Ave.	15th St.	17th St.	2
Q St.	Rhode Island Ave.	7th St.	2
Tilden St.	Connecticut Ave.	Linnean Ave.	3
15th St.	Eye St.	Massachusetts Ave.	2
17th St.	New York Ave.	Pennsylvania Ave.	2
22nd St.	Virginia Ave.	H St.	2

Southeast	From	To	Ward
East Capitol St.	Anacostia River	Benning Rd.	7
Kenilworth Ave.	Foote St.	Railroad Bridge	7
ML King Jr. Ave.	Howard Rd.	Pomeroy Rd.	8
Portland St.	ML King Jr. Ave.	Newcomb St.	8
Southern Ave.	Pennsylvania Ave.	Burns St.	8
17th St.	Massachusetts Ave.	Potomac Ave.	6

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Neighborhood Area Street Improvements	**Project Number** CF7	**Ward(s)** DW	**Project is:** ☐ New Construction ☒ Renovation ☐ Repairs
Project Location District-wide	**Estimated Completion Date** 1989	**Number of Square Feet** NA	**Useful Life (Years)** 30+

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	40	22					40	22	62
Project Management	90	31					90	31	121
Construction	220	220					220	220	440
Equipment	...	...					...	...	...
TOTAL AUTHORITY	350	273					350	273	623

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		50	39	89
FY 1988		250	195	445
FY 1989		60	39	89
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		350	273	623

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):
Primary
Urban System

Community Development Block Grant

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Neighborhood Area Street Improvements	CF7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works is requesting $350,000 in new authority to support the District share of the cost of the Neighborhood Area Street Improvements project. Total cost for this project is expected to be $625,000, with $275,000 in federal grants. A number of neighborhood areas in the District have incomplete, substandard streets and inadequate provisions for drainage. The lack of proper street improvements contributes to a poor community image. Many of the streets in these areas are severely deteriorated. In several areas erosion is a continual problem, due to hilly terrain and the absence of gutters and catch basins. Another issue affecting neighborhood areas might be unnecessary through traffic. This project provides means of addressing these various problems.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delay in implementing this project could increase maintenance costs. The project will not generate any revenues.

IMPACT ON THE COMMUNITY

The project will restore infrastructure necessary for maintaining the economic viability of the District. The construction jobs created will be in the private sector.

The comprehensive plan calls for adequate public facilities in good condition to support neighborhood development objectives. There will be no businesses or residences displaced by this project.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

The scope of work will include, but is not limited to:

- Resurfacing;
- Channelling intersections to divert traffic;
- Constructing or replacing sidewalks, curbs and gutters;
- Installing traffic signals;
- Planting street trees; and
- Making other roadside improvements.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY **3** CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Roadside Improvements	Project Number CG7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location District-wide	Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 40

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...			–		...	...	...
Design	33	20					33	20	53
Project Management	97	60					97	60	157
Construction	370	420					370	420	790
Equipment	...	...					...	...	...
TOTAL AUTHORITY	500	500					500	500	1,000

Allocation of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		50	50	100
FY 1988		400	400	800
FY 1989		50	50	100
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		500	500	1,000

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):
Primary
Urban System

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Roadside Improvements	CG7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $500,000 in new authority to support the District share of the Roadside Improvements project. Total cost for this project is expected to be $1,000,000, with $500,000 in federal grants.

The objective of this project is to enhance the public right-of-way by removing dead and diseased trees and planting new trees. Each year several thousand trees lining the streets are damaged or destroyed by vehicles, disease, weather, and air pollution. Dead trees are prone to fall during windstorms, causing possible injury and property damage. They are aesthetically displeasing and also harbor insects that attack living trees and plants. Additional improvements such as stabilizing slopes and minor landscaping of roadsides may also accomplish in this project.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delay in implementing the project could increase maintenance costs for treating diseased trees. The project will not generate any revenue.

IMPACT ON THE COMMUNITY

This project will create construction jobs in the private sector. The comprehensive plan states specifically that street trees should be maintained and trees that have died or been destroyed should be replaced. This policy serves the objective of protecting and enhancing the District's physical environment. This project will not displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

The scope of work for this project includes, but is not limited to:

-- Planting new trees;

-- Removing dead and diseased trees;

-- Replacing trees; and

-- Landscaping roadsides.

Plans for FY 1987 are to remove 500 dead trees and to plant 1,000 new trees.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Roadway Upgrading	Project Number: CN7	Ward(s): DW	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location: District-wide	Estimated Completion Date: 1989	Number of Square Feet: NA	Useful Life (Years): 50

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	280						280		280
Project Management	425						425		425
Construction	2,055						2,055		2,055
Equipment	...						...		...
TOTAL AUTHORITY	2,760						2,760		2,760

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		160		160
FY 1988		2,300		2,300
FY 1989		300		300
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,760		2,760

CB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Roadway Upgrading	Project Number CH7	Project Location District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $2,760,000 in new authority for the Roadway Upgrading project. The purpose of this continuing project is to improve roadways that have never been fully developed to District standards. Most of these are local streets, located in residential neighborhoods.

Upgrading of low-cost, substandard streets to comply with urban standards is generally scheduled to respond to petitions from abutting property owners. By the petition, the property owners agree to pay half the cost of constructing the sidewalks, curbs, and gutters that adjoin their property. Over 50 percent of the property owners on a block must sign the petitions. The District's capital budget authority is used to pay for the remaining half of the sidewalk, curb, and gutter construction and for all of the roadway construction. After a roadway is upgraded or reconstructed, it is capable of receiving three future resurfacings, which can extend its useful life of 30 years to more than 75 years.

This project also includes installing curb ramps near Metro stations, at various locations downtown, along bicycle system routes, and near special facilities serving elderly and handicapped citizens.

OPERATING BUDGET IMPACT

The impact on the District's operating budget will be negligible. Delays in roadway upgrading could increase maintenance costs. The project will not generate any revenue.

IMPACT ON THE COMMUNITY

The project will upgrade neighborhood infrastructure. The project will create construction jobs in the private sector. There will be no businesses or residences displaced by this project.

The roadway upgrading program supports the comprehensive plan policy calling for a program of systematic maintenance and repair of streets. Of the five streets requested for roadway upgrading in the capital budget, two are located within comprehensive plan redirection areas and three are located within enhancement areas.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District government. This is one of the few street improvement projects that do not qualify for federal aid.

SCOPE OF WORK

Authority is requested in FY 1987 to construct roadway upgrading projects designed under the FY 1986 authority. The request also includes advance design for the upgrading work to be constructed in FY 1988. The scope of work includes:

-- Replacing existing low-cost roadways with standard pavement;

-- Constructing curbs and gutters;

-- Adjusting or constructing of drainage structures;

-- Installing driveway or alley entrances;

-- Completing other work incidental to the project.

LOCATION	FROM	TO	WARD
Northeast			
Hayes St.	Kenilworth Ter.	Jay St.	7
Jay St.	Hayes St.	Foote St.	7
Southeast			
Bellevue St.	Wheeler Rd.	12th St.	8
Fort Baker Dr.	28th St.	30th St.	7
Hillcrest Dr.	28th St.	W St.	7
28th St.	Hillcrest Dr.	12th St.	8
Southwest			
Chesapeake St.	100 block		8

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Roadway Reconstruction	Project Number: CK7	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: District-wide	Estimated Completion Date: 1989	Number of Square Feet: NA	Useful Life (Years): 50

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Gran.(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...	...					...	...	...
Design	845	893					845	893	1,738
Project Management	1,240	810					1,240	810	2,050
Construction	4,920	4,743					4,920	4,743	9,663
Equipment	...	...					...	...	...
TOTAL AUTHORITY	7,005	6,446					7,005	6,446	13,451

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		250	218	468
FY 1988		3,784	3,710	7,494
FY 1989		2,971	2,518	5,489
FY 1990		...	...	...
FY 1991		...	...	...
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		7,005	6,449	13,451

OB 9/85

Supplementary Project Information

If grant funded, name the grantor:

Federal Highway Administration (FHWA):
Primary
Urban System
Interstate Substatution

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Roadway Reconstruction	CK7	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $7,005,000 in new authority to support the District share for roadway reconstruction. Total cost for this project is expected to be $13,125,000, with $6,120,000 in federal grants. The purpose of this continuing project is to improve deteriorated roadways through reconstruction.

The life of street pavement is extended by cost-effective resurfacing whenever possible. When street pavement has reached the end of its useful life and no longer can receive resurfacing, the street is reconstructed. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb.

OPERATING BUDGET IMPACT

Most of the streets requiring reconstruction are classified either as collectors, minor arterials or principal arterials. Most of these streets are included within the federal highway aid system, because of the nature and volume of traffic they carry. If a street is eligible for federal aid, approximately 80 percent of the cost of its reconstruction is provided by the Federal Highway Administration. Thus, for the majority of streets budgeted for reconstruction, each dollar of District capital authority is matched by approximately $4.00 in federal aid.

The impact on the District's operating budget will be negligible. Delays in roadway reconstruction could increase maintenance costs. The project will not generate any revenues.

IMPACT ON THE COMMUNITY

The project will restore infrastructure necessary to maintain the economic viability of the District, and it will create construction jobs in the private sector. There will be no businesses or residences displaced by this project.

The roadway reconstruction program supports the comprehensive plan policy calling for a program of systematic street maintenance and repair. Six of the street segments requested for reconstruction in the capital budget are located within residential conservation areas; two are located in areas designated as residential redirection; one is within a production and technical employment area. The deteriorated condition of these streets and the traffic volume carried determined their inclusion in this request.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government and by federal aid.

SCOPE OF WORK

Street Reconstruction

This part of the project consists of reconstruction of the streets listed below. Plans, estimates, and specifications for the streets to be constructed in FY 1987 authority were authorized in FY 1986. The scope of work includes, but is not limited to:

-- Removing the old base and pavement;

-- Repairing the sub-base;

-- Replacing or rebuilding of pavement and base within the roadway area;

-- Resetting or reconstructing curbs and reconstructing sidewalks where applicable;

-- Planting of trees; and

-- Other work incidental to the purpose of the project.

The scope of work also includes advance design for the future year's program.

LOCATION	FROM	TO	WARD
Northeast			
Adams Pl.	Queens Chapel Rd.	Dead end	5
Chillum Pl	Kansas Ave.	Dead end	5
McCormack Dr.	Bates Rd.	Parcel 124; South property line	5
North Capitol St.	Bryant St.	Michigan Ave.	5
V St.	Brentwood Rd.	Cul-de-sac	5
W St.	Brentwood Rd.	13th St.	5
1st St.	K St.	New York Ave.	
Douglas St.	Queens Chapel Rd.	Railroad	5

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Roadway Reconstruction (cont.)

Project Number: CK7

Project Location: District-wide

Northwest

Garfield St.	Foxhall Rd.	49th St.	3
Glenbrook Rd.	Macomb St.	Loughboro Rd.	3
Lowell St.	Loughboro Rd.	Cul-de-sac	3
Millwood La.	Glenbrook Rd.	Loughboro Rd.	3
Macomb St.	Lowell La.	Loughboro Rd.	3
Q St.	31st St.	32nd St.	3
Georgia Ave. (design only)	Barry Pl.	Morton St.	4
9th St.	Massachusetts Ave.	M St.	2
11th St.	Pennsylvania Ave.	Massachusetts Ave.	2
13th St.	G St.	K St.	2
14th St.	K St.	Massachusetts Ave.	2

Southeast

ML King Jr. Ave	Howard Rd.	Good Hope Rd.	8
Benning Rd.	C St.	H St.	8

Curb Ramps

This part of the project includes:
- Preparing plans, specifications, and estimates;
- Excavating and removing existing sidewalks and curbs;
- Constructing ramps;
- Adjusting adjacent street elements as needed;
- Administering construction contracts; and
- Other work included in project implementation.

Curb ramps will be installed at intersection quadrants at a radial distance not to exceed four blocks from a Metro station. Additional ramps will be installed in the downtown area to prevent voids in the curb ramp system. Curb ramps will be installed along bicycle routes and near special facilities for elderly and handicapped individuals.

Spot Reconstruction

This part of the project includes the reconstruction of small areas that have deteriorated and the restoration of streets damaged in the construction or rehabilitation of public facilities.

DB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Public Space Site Improvement

Project Number: CL7

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repair

Project Location: District-wide

Estimated Completion Date: 1989

Number of Square Feet: NA

Useful Life (Years): 25

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	23						23		23
Project Management	82						82		82
Construction	395						395		395
Equipment	...						...		...
TOTAL AUTHORITY	500						500		500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		85		85
FY 1988		410		410
FY 1989		5		5
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		500		500

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT **FY** CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK **4** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Public Space Site Improvements

Project Number: CL7

Project Location: Various Locations

PROJECT JUSTIFICATION

The Department of Public Works is requesting $500,000 in new authority for Public Space Site Improvements. The purpose of this project is to construct, replace, or rehabilitate sidewalks, driveways, loading areas, storm drainage facilities, and other similar improvements essential for the satisfactory operation of District-owned properties. This project is being requested for the first time in the FY 1987 budget.

The need for public space site improvements typically arises when a District-owned building is converted to a new use or when existing activities are enhanced to accommodate more employees or clients. Often these changes in the type and intensity of use are part of a community development or economic development initiative, such as the Eastern Market, one of the sites to receive improvements under this project. The availability of budget authority to make necessary site improvements will enable the District to make better use of significant physical assets, such as the Eastern Market. In this and other locations, the project will provide for the protection and enhancement of valuable properties. The project will be used as needed to replace deteriorated public walkways and steps within public areas to protect the safety and welfare of D.C. citizens.

OPERATING BUDGET IMPACT

This project should reduce operating budget outlays for excessive maintenance and unscheduled major repairs at public buildings, squares, and plazas. It should also increase staff productivity by providing efficiency enhancements, such as more convenient access and loading facilities.

IMPACT ON THE COMMUNITY

This project should have several beneficial impacts on the community. Job creation, both in the private and the public sector, is expected to occur from better utilization of existing public properties. The project provides the means to alleviate some of the undesirable spillover effects that sometimes occur with increased use of public properties, such as excessive on-street parking, blocking of alleys and curb lanes during loading, unsightly grounds, and inadequate storm drainage.

Comprehensive plan elements supported by the Public Space Site Improvements project include preservation and historic features, economic development, urban design, and public facilities. Each of these plan elements stresses either the preservation and enhancement of District-owned properties or improvements in the operations of such properties.

It is unlikely that any residences or businesses would be displaced as a result of this project.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed through the sale of general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The scope of work includes, but is not limited to:

- Construction, replacement, or rehabilitation of sidewalks, walkways, plazas, steps and other public space improvements of a similar nature;
- Construction or rehabilitation of alleys that serve District-owned properties;
- Provision of loading facilities for District-owned properties;
- Improvement of drainage facilities serving District-owned properties;
- Provision of necessary signs;
- Improvement of off-street parking areas for use in conjunction with District-owned properties;
- Minor landscaping; and
- Other related public space improvements.

OB 6/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Electrical Modernization	Project Number GA7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1990	Number of Square Feet 116,000	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...			...	...
Design	150				954			1,104	1,104
Project Management	100				637			737	737
Construction	1,000				6,370			7,370	7,370
Equipment	...				...			...	...
TOTAL AUTHORITY	1,250				7,961			9,211	9,211

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		138		138
FY 1988		595		595
FY 1989		430		430
FY 1990		87		87
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,250		1,250

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Electrical Modernization	GA7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $1,250,000 in new budget authority for electrical modernization. Approximately half of the District-owned buildings under DPW's jurisdication for capital improvements were constructed prior to 1945. The electrical systems in these buildings need to be modernized and upgraded to meet increased electrical requirements as well as to comply with District codes. Since these buildings were constructed, major increases in electrical service demands have been brought about by the introduction of air conditioning, the expanded use of electric office equipment, and the use of computers. Overloaded, deteriorating electrical system components are recurrent causes of outages, voltage drops that damage computer equipment, and short circuits.

The priority location for work in the FY 1987 budget is Superior Court Building B. Building B, located at 409 E Street, N.W., is occupied by the Social Services Division of the D.C. Superior Court. The 116,000 square foot building was constructed around 1939. Approximately 300 persons work in Building B. There is one courtroom located in the building for pre-trial hearings. The building also houses the Adult Probation Office and Pre-Trial Services Division.

The Electrical Modernization project was authorized in FY 1986 at $1,263,000. Additional authority will be requested in FY 1988 through FY 1989 for modernization of electrical systems in additional priority locations. The department has projected a need for $7,961,000 in additional authority over the next three years. The projected improvements will complete the current cycle of overdue electrical modernization work.

OPERATING BUDGET IMPACT

Emergency repair expenditures should be reduced both for electrical system components and for electronic equipment damaged by fluctuating current.

IMPACT ON THE COMMUNITY

Implementation of this project will not displace any businesses or households. The general public will benefit from the continuous availability of such services as the D.C. Probation Offices and Bail Services. The project directly supports the comprehensive plan goal "to provide adequate public facilities in good condition to support the cost-effective delivery of municipal programs and services...." (Sec. 602).

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

Scope of work includes:

- -- Remove incandescent light fixtures and replace them with new fluorescent fixtures to provide light intensities conforming to Illumination Electrical Society standards;
- -- Install new grounded type electrical duplex outlets as necessary;
- -- Replace wiring as needed;
- -- Provide reserve amperage at distribution panels;
- -- Make provisions for increases in future air conditioning;
- -- Provide new panel boxes (circuit breaker type), as necessary;
- -- Replace main distribution panel;
- -- Replace fire and burglary alarm systems; and
- -- Install floodlights to illuminate building exterior, areaways, and boiler room stairs.

[illegible] 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Major Roof Replacements

Project Number: [illegible]7

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: Various Locations

Estimated Completion Date: 1989

Number of Square Feet: 60,000

Useful Life (Years): 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	86				79		165		165
Project Management	57				52		109		109
Construction	570				522		1,092		1,092
Equipment	...				...		...		...
TOTAL AUTHORITY	713				653		1,366		1,366

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		115		115
FY1988		566		566
FY1989		32		32
FY1990		...		...
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		713		713

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

2467

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPTIAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Major Roof Replacements	GB7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $713,000 in new budget authority for major roof replacements. The roofs on the majority of District-owned buildings have already exceeded their life expectancy. Depending on the type and materials, the average life expectancy of a roof is approximately 20 to 30 years. The need for major roof repairs at several structures is anticipated each year, but the ongoing program has not been adequate to meet the requirements, given the magnitude of the work required and the limitations of budget authority. Timely roof replacement is necessary to prevent damage to structural systems, building interiors, furnishings and equipment that could be costly to repair or replace. Such damage also could result in temporary closure of facilities and the relocation of services.

The frequency of emergency repairs to roofs increases with age. This project is aimed at reducing the need for unbudgeted emergency repairs. In FY 1987, major renovations will be made to the roof of the Randall Building. The Randall Building, located at First and I Streets, S.W., is occupied by the Commission on Social Services. The 93,889 square foot building, formerly a junior high school, was converted to office space in 1984. Approximately 200 persons work in the Randall Building. Direct program services provided at this building include Day Care, Social Work, Family Services, Protective Services for Adults, Residential Placement and the Mayor's Youth Leadership Institute.

The roof replacement project was authorized in FY 1986 at $1,375,000 under Project G71. Additional authority will be requested in FY 1988 and FY 1989, for major roof replacements in priority locations. The department has projected a need for $653,000 in additional authority over the next three years.

OPERATING BUDGET IMPACT

This project should have a beneficial impact on the operating budget through reductions in emergency repair requirements and in operating expenses associated with roof leaks.

IMPACT ON THE COMMUNITY

Implementation of this project will not displace any businesses or households. The general public will benefit from the continuous uninterrupted availability of the services provided by the Commission of Social Services. The project directly supports the comprehensive plan goal "to provide adequate public facilities in good condition to support the cost effective delivery of municipal programs and services..." (Sec. 602).

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be funded by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

This project will provide for renovation of the roof systems, related weatherproofing, and drainage systems, which will restore the roof to acceptable standards and assure 20 to 30 years of satisfactory performance. The priority location for work in FY 1987 is the Randall Building at First and I Streets, S.W. The existing roof is approximately 60,000 square feet, which consists of various roof systems.

The scope of work will include the following:

-- Reline or replace gutters and downspouts as appropriate; and

-- Renovate various roof systems to extend their useful life by 20 to 30 years. The roof systems include slate, built-up and galvanized tin.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Emergency, Mechanical, Electrical and Structural Renovations	Project Number: GC7	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: Various Locations	Estimated Completion Date: 1989	Number of Square Feet: N/A	Useful Life (Years): N/A

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	300				401		701		701
Project Management	200				268		468		468
Construction	2,000				2,676		4,676		4,676
Equipment	...				...		...		...
TOTAL AUTHORITY	2,500				3,345		5,845		5,845

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		600		500
FY 1988		1,000		1,000
FY 1989		600		600
FY 1990		300		300
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,500		2,500

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

2469

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)	AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)	
Project Name Emergency Mechanical, Electrical and Structural Renovations	Project Number GC7	Project Location District-wide

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $2,500,000 in new budget authority for the Emergency Mechanical, Electrical, and Structural Renovation project. The department is responsible for restoring service when emergencies disrupt the operations of various District-owned buildings. Over the past years, there have been air-conditioning breakdowns at the Share Computer Center, structural and roof problems at the Sumner Elementary School, and failure of electrical transformers at the Municipal Center, which resulted in the disruption of the Financial Management System. The authority for emergency mechanical, electrical, and structural renovation has been used to correct electrical system failures at the Municipal Center, for heating system renovation at the Bundy School, and for a number of other urgent renovation and replacement situations. Without a source of emergency authority for necessary renovation, the District government has no appropriate means for addressing conditions that disrupt essential service, lead to rapid deterioration of facilities, and create hazardous conditions for employees and the public.

In FY 1986, $438,000 in authority was approved for the Emergency Mechanical, Electrical, and Structural Renovations under G73. Future authority totaling $3,345,000 is projected over the next five years.

While not mandated by statute, the project provides a means for correcting unforeseen code violations, such as violations of the fire code, occupational health and safety codes, and many other codes and regulations of the District and federal governments. The project is also a means of upholding the District's responsibility as a municipal corporation to maintain the public health, safety, and welfare.

OPERATING BUDGET IMPACT

This program will lower costs by decreasing disruptions and preventing unanticipated demands on maintenance budgets, and will provide for timely correction of health and safety hazards in government facilities.

IMPACT ON THE COMMUNITY

The project supports the comprehensive plan goal to provide public facilities in good condition for the cost-effective delivery of municipal programs and services. There will be no businesses or residences required to relocate because of this project.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The project provides for emergency renovation or replacement of mechanical, electrical, and structural systems and system components in District-owned buildings.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Public Works Support Facilities	Project Number GD7	Ward(s) 06	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1989	Number of Square Feet N/A	Useful Life (Years) 10

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	100				500		600		600
Project Management	85				335		420		420
Construction	1,865				4,165		6,030		6,030
Equipment	...				...		...		...
TOTAL AUTHORITY	2,050				5,000		7,050		7,050

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		615		615
FY 1988		1,400		1,400
FY 1989		35		35
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,050		2,050

OB 6/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☒	Private ☐	Yes ☒
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☐
Institutions ☐	Enhance Service ☐	District ☒	Number: 5 Businesses
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2471

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Public Works Support Facilities	GD7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $2,050,000 in new budget authority for the Public Works Support Facilities in FY 1987. The department is experiencing the displacement of a number of essential support functions from sites they have occupied for many years. Construction of the Anacostia Metro Station requires the relocation of a tree nursery and an electrical equipment storage area from Poplar Point. Transfer of 25 acres at D.C. Village to the Architect of the Capitol will displace the headquarters of the Public Space Maintenance Administration and the Construction Management Division of the Bureau of Transportation Construction Services.

Selection of Square 710 (North Capitol Street, N.E., at New York Avenue) for economic development requires relocation of various DPW workshops, storage facilities, and materials stockpiles. The National Park Services planned park development of the Georgetown Waterfront will displace the base of operation for leaf and trash collection vehicles servicing the area west of Rock Creek Park. These relocation needs are imminent. Further in the future, Water and Sewer Utility storage and maintenance functions located at First and O Streets, S.E., are expected to be displaced by the Capitol Gateway development project.

Relocation sites have been identified for most of the soon-to-be-displaced support facilities. The two principal sites are 2001 West Virginia Avenue, N.E., adjoining the new Central Vehicle Maintenance Facility, and the Harmony tract, located on Brentwood Road, N.E. Budget authority is requested to provide for the various improvements that will be needed; these include watermain and sewer extensions; paving; drainage; covered storage; offices and workshops, and other related site improvements. The department has projected a need for $5,000,000 in additional authority over the next five years.

OPERATING BUDGET IMPACT

Provision of replacement facilities for existing functions should have a negligible impact on the operating budget. Greater efficiency of operations should be realized through greater consolidation of related activities and the replacement of obsolete or badly deteriorated structures and utilities with new physical plants. The project will not directly generate any new revenues.

IMPACT ON THE COMMUNITY

The project conforms to the principal public facilities goal of the comprehensive plan, to provide adequate public facilities in good condition to support the cost-effective delivery of municipal programs and services. The facilities to be improved under this project support such essential public services as trash collection, street repaving and pothole filling, traffic signal maintenance and repair, and street tree planting. Households will not be displaced by this activity. A few businesses that lease buildings at the West Virginia Avenue site will be displaced; relocation payments will be made to these activities in accordance with District law.

SOURCES OF REVENUE FOR THE PROPOSED PROJECT

The project will be financed through the sale of general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

Development of the DPW support facilities will include such activities as:

-- Clearance and grading;

-- Utility installation;

-- Paving and drainage improvements;

-- Construction of covered storage areas;

-- Construction of buildings for offices and workshops; and

-- Other site improvements as required.

In FY 1987, critical activities to be carried out under this project include, but are not limited to:

New Jersey Avenue and K Streets, S.E.

Convert four existing truck bays to wash facilities for removal of dirt, salt, and ice from street cleaning and snow removal equipment.

South Capitol Street, S.W.

Construct site improvements associated with relocation of Public Space Administration headquarters from 4701 Shepherd Parkway, S.E.;

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Public Works Support Facilities

Project Number: GD7

Project Location:

D.C. Village, S.E.

Construct site improvements associated with relocation of Construction Management Division from 4701 Shepherd Parkway, S.E.;

2001 West Virginia Avenue, N.E.

Adapt existing GSA warehouse to storage and related office space needs of the Office of Management Services; and construct storage facilities displaced from Square 710; and

Brentwood Road, N.E. (Harmony Tract)

Construct storage facilities for electrical supplies and equipment, to replace facilities transferred to WMATA at Poplar Point.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Replacement of Heating, Ventilation and Air Conditioning Systems	Project Number: GF7	Ward(s): CW	Project is: ☐ New Construction	☒ Renovation	☐ Repairs
Project Location: Various Locations		Estimated Completion Date: 1990	Number of Square Feet: 134,200	Useful Life (Years): 20	

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	305				42		347		347
Project Management	203				28		231		231
Construction	2,030				280		2,310		2,310
Equipment	...				...		...		...
TOTAL AUTHORITY	2,538				350		2,888		2,888

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		280		280
FY 1988		1,209		1,209
FY 1989		873		873
FY 1990		176		176
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,538		2,538

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 6 for further information

2474

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Replacement of Heating, Ventilation and Air Conditioning Systems	Project Number GF7	Project Location Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $2,538,000 in new budget authority for Heating, Ventiliation and Air Conditioning Systems (HVAC) replacement. This project provides for the rehabilitation and/or replacement of obsolete, deteriorated HVAC equipment in various District-owned buildings. The program was initiated in FY 1968 to replace cooling equipment in various buildings. Advances in cooling technology made it more efficient to integrate heating, ventilation and air conditioning as a single system. Therefore, replacement or renovation of entire systems is now standard practice. In office buildings, these systems have a useful life expectancy of 20 to 30 years.

In older buildings, it is becoming increasingly difficult to maintain uninterrupted service during the different seasons. The frequency of emergency repairs to HVAC systems increases with their age. This project is aimed at reducing the need for unbudgeted emergency repairs, preventing abnormal maintenance cost and insuring continued service. The priority location planned for HVAC replacement in FY 1987 is the Randall Building.

Authority for heating, venitilation and air conditioning improvements was not requested in FY 1986. In future years authority will be requested as determined by the life-cycle replacement schedule for the various District-owned buildings. The department has projected a need for $350,000 in additional authority for FY 1988.

OPERATING BUDGET IMPACT

This project will have a beneficial impact on the operating budget through reductions in emergency repair requirements and in operating expenses associated with the use of obsolete, deteriorated HVAC systems.

IMPACT ON THE COMMUNITY

The general public will benefit from the continuous uninterrupted availability of services. The project directly supports the comprehensive plan goal "to provide adequate public facilities in good condition" to support the cost-effective delivery of municipal programs and services... (Sec. 602). Implementation of this project will not displace any businesses or households.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be funded by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

This project will provide for renovation/replacement of the HVAC systems as required to modernize and rehabilitate heating, ventilation and air conditioning equipment. The priority location for work in FY 1987 is the Randall Building at First and I Streets, S.W. The building, including the gym, contains approximately 134,200 square feet.

The scope of work includes the replacement of the various components as follows:

-- Compressors;

-- Blowers;

-- Fans;

-- Pumps; and

-- Piping.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: CAPITAL (300)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Elevator Rehabilitation

Project Number: GG7

Ward(s): DW

Project is: ☐ New Construction ☒ Renovation ☐ Repairs

Project Location: Various Locations

Estimated Completion Date: 1990

Number of Square Feet: N/A

Useful Life (Years): 20

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
	Project Budget Authority								
Site	...				...		...		...
Design	140				516		656		656
Project Management	94				344		438		438
Construction	930				3,430		4,360		4,360
Equipment	...				...		...		...
TOTAL AUTHORITY	1,164				4,290		5,454		5,454

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		128		128
FY1988		555		555
FY1989		400		400
FY1990		81		81
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		1,164		1,164

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:

See CAP 4 for further information

2476

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND (Name & Code): CAPITAL (300)

AGENCY (Name & Code): DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Elevator Rehabilitation	GG7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $1,164,000 in new budget authority for the Elevator Rehabilitation project. Most elevators in District-owned buildings are maintained under service contracts. Only minor repairs are provided under the service contract, with no provisions for modernization. The elevator rehabilitation program provides for the rehabilitation or replacement of old deteriorated elevator equipment and conversion of manually operated elevators to automatic elevators that comply with requirements for the handicapped. New priority locations under the requested FY 1987 authority are the Criminal Court building (Building A) Elevators Nos. 5 and 6, and the Civil Court building (Building B) Elevators Nos. 5 and 6.

The Elevator Rehabilitation project received authorization in previous fiscal years. The authorizations projected in the FY 1987 to FY 1992 capital improvements plan are intended to complete the conversion of the 20 remaining manually operated elevators to automatic operation. The six-year program should also correct all conditions that are causing frequent malfunctions in elevators.

Adequate, dependable elevator service is essential in public buildings. Elevators are a safe, efficient means of providing access to the upper floors of large public buildings. In most buildings, the stairways are not designed for general public use, and of course some visitors and employees are physically unable to use stairs.

In FY 1986 $1,000,000 in authority was approved for the Elevator Rehabilitation project under Project G72. Additional authority will be requested in FY 1988 to 1991 for rehabilitation of elevators in priority locations. The department has projected a need for $4,290,000 in additional authority over the next four years.

OPERATING BUDGET IMPACT

Implementation of the elevator rehabilitation project should reduce operating budget costs. Expenditures for emergency repairs and rescues will be reduced, and the District's liability exposure for accidents occurring as a result of elevator malfunctions also will be reduced.

IMPACT ON THE COMMUNITY

The 21 remaining District government elevator attendant jobs will be eliminated, however, cross-training is being provided for those persons to enable them to continue their District employment in comparable or improved positions. Elevator rehabilitation supports the comprehensive plan goal to provide adequate public facilities in good condition for the cost-effective delivery of municipal programs and services. Businesses or households will not be relocated by this project.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

This project will provide for rehabilitation of elevators in District-owned buildings. The priority locations for rehabilitation or replacement of old deteriorated elevator equipment, and conversion of elevators from the manual to automatic operation are the Criminal Court building, Elevator Nos. 5 and 6, located at 515 5th Street, N.W., and the Civil Court Building, Elevator Nos. 5 and 6, located at 409 E Street, N.W.

This work will include the following:

-- Install new automatic control panels;
   (to comply with requirements for the handicapped)

-- Replace cables;

-- Modernize lighting;

-- Replace motors;

-- Replace electrical and mechanical system components; and

-- Rehabilitate or replace elevator cabs.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Architectural Barrier Modifications	Project Number GH7	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1988	Number of Square Feet N/A	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	60				195		255		255
Project Management	40				129		169		169
Construction	400				1,290		1,690		1,690
Equipment	...				...		...		...
TOTAL AUTHORITY	500				1,614		2,114		2,114

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY1987		81		81
FY1988		397		397
FY1989		22		22
FY1990		...		...
FY1991		...		...
FY1992		...		...
FY1993		...		...
FY1994		...		...
FY1995		...		...
TOTAL		500		500

OM 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:
Land Acquisition ☐	Comply with Court Order or Statute ☒	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2478

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPTIAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Architectural Barrier Modifications

Project Number: GH7

Project Location: Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $500,000 in new budget authority for facility modifications that eliminate barriers to access by handicapped persons. The Federal Rehabilitation Act of 1973, Section 504, states that no disabled person, solely by reason of a handicap, should be excluded from participation in programs financially assisted with federal funds. District Law (D.C. Code 1-242) has similar requirements. To overcome inherent noncompliance deficiencies in various buildings A transition plan was then developed, citing modifications needed to provide necessary access.

This project was authorized in FY 1986 at $525,000. Additional authority will be requested in 1988 to 1991, for barrier modification in priority locations. The department has projected a need for $1,614,000 in additional authority over the next four years.

The priority facility planned for barrier modification in FY 1987 is the D.C. Armory. In future years, barrier modifications will be made to Superior Court Buildings A and B, 451 Indiana Avenue, and the Police Academy.

OPERATING BUDGET IMPACT

This project will have no significant impact on the operating budget.

IMPACT ON THE COMMUNITY

Architectural Barrier Modification supports the General Public Facilities goal (Sec. 602) of the comprehensive plan and the adequate services delivery objective (Sec. 603). Section 602 states: "It is the goal of the District of Columbia to provide adequate public facilities in good condition to support the cost-effective delivery of municipal programs and services...." Section 603 identifies rehabilitation of facilities essential for public service delivery as a major objective." Businesses or households will not be relocated because of this project. There will be no new permanent jobs created by this project.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be funded by general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

This project provides for the modification of buildings and sites to eliminate physical barriers to access by disabled persons. This project will include the following work:

-- Provide accessible toilet facilities;

-- Install elevators;

-- Widen door openings;

-- Widen parking spaces;

-- Install special signs;

-- Install lighting;

-- Apply new surface treatments; and

-- Construct ramps.

The priority location in FY 1987 is the D.C. Armory, located at 2001 East Capitol Street, S.E.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Asbestos Abatement	Project Number: GJ7	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: Various Locations	Estimated Completion Date: 1988	Number of Square Feet: N/A	Useful Life (Years): N/A

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	350				1,750		2,100		2,100
Project Management	250				1,250		1,500		1,500
Construction	4,400				22,000		26,400		26,400
Equipment	...				...		...		...
TOTAL AUTHORITY	5,000				25,000		30,000		30,000

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		600		600
FY 1988		1,500		1,500
FY 1989		1,500		1,500
FY 1990		1,400		1,400
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		5,000		5,000

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☐	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☒	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☒	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2480

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Asbestos Abatement	GJ7	Various Locations

PROJECT JUSTIFICATION

The Department of Public Works (DPW) is requesting $5,000,000 in new budget authority for asbestos abatement. This project will control asbestos-containing material in District-owned buildings that has the potential to generate airborne microscopic asbestos fibers (friable asbestos) that are hazardous to health. Asbestos abatement is considered necessary as an ongoing effort to provide a safe, hazard-free environment for all employees and the general public using District-owned buildings. In response to this hazard, the Executive's Task Force on Asbestos Identification and Abatement (20 District Government agencies) was created in the fall of 1984, to address the problem of asbestos-containing material in public buildings and to develop an asbestos control program, including a capital program for asbestos abatement.

In December 1984 the District of Columbia filed a $400 million dollar complaint against 40 major corporations alleging that those corporations had engaged in the manufacturing, production, sale, or distribution of asbestos or asbestos-containing products used in District buildings. The District of Columbia is seeking compensatory and punitive damages for all past and future costs associated with the removal of asbestos. On October 11, 1985, the Court in a pre-trial order, set a status hearing for August 1, 1986, at which time the District must report to the court on its progress in identifying the number of its buildings with asbestos-containing products and the identities of the defendants who manufactured, produced, sold, or distributed those products.

Legislation entitled "Fees for Clinical Services and Asbestos Abatement Act of 1984" became effective March 15, 1985, and established a Task Force on Asbestos Abatement consisting of appointees by the District Council, the Mayor, and the D.C. Board of Education. The purpose of this task force is to study all matters relating to asbestos-containing materials in District-owned buildings and make recommendations to the Mayor and City Council for a District asbestos abatement program.

This project is part of an asbestos control program for District-owned buildings that will implement different activities to protect building occupants (employees and the general public). A contract to conduct asbestos inspection and testing in District buildings is expected to be awarded in January 1986. Abatement alternatives and their initial cost estimates developed under this contract will provide a basis for a long-range capital program for abating asbestos-containing materials in District-owned buildings. The amount of funding needed in subsequent years to carry out this project cannot be determined until the inspection and testing contract is completed and cost analyses are developed. Other factors influencing the total cost of this project in future years include increasing insurance rates and the accelerating cost of hazard-related work.

Although presently there is no requirement by the federal Environmental Protection Agency (EPA) to abate asbestos in public or private buildings, EPA recommends in its asbestos control guidelines that all building owners test and initiate appropriate control measures as an ownership responsibility. The District of Columbia has undertaken on its own intiative the task of identifying areas which contain asbestos materials and to abate systematically the potential health hazard to employees and the general public.

OPERATING BUDGET IMPACT

As a result of implementing the asbestos abatement project, the District will be able to reduce unplanned expenditures for asbestos abatement. This will permit more of the maintenance and repair operating budget to be focused on the many other deferred maintenance needs of the system. However, special operations and maintenance activities will need to be implemented as a component of the asbestos control program for District-owned buildings until abatement actions are implemented.

IMPACT ON THE COMMUNITY

This project will benefit the community in the affected buildings by providing a hazard-free environment for activities carried out by employees or the general public. Employment will be generated in the private sector to conduct asbestos abatement work in District-owned buildings. The project is consistent with the public facilities element of the comprehensive plan, and will not cause the displacement of any residences or business.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed from the proceeds of general obligation bonds to be issued by the District of Columbia government.

SCOPE OF WORK

The asbestos abatement project will include special operations and maintenance, encapsulation, enclosure, or removal of asbestos containing materials where they occur within District-owned buildings, where these materials create a potential health hazard for employees and the general public. The abatement effort will include all affected areas in District-owned buildings, such as boiler rooms, halls, walls, crawl spaces, mechanical rooms, and utility installations, and all textiles, insulation, and other materials that may contain asbestos.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Asbestos Abatement	GJ7	Various Locations

The activities required to complete the FY 1987 phase of the project include:

-- Completing asbestos testing and inspection in all government buildings;

-- Developing the capital program for asbestos abatement based on health protection, cost analysis and life-cycle replacement evaluations;

-- Performing abatement actions, including special operations and maintenance, encapsulation, enclosure and removal as appropriate to building material conditions; and

-- Inspecting and testing sites to ensure that abatement measures are implemented and that sites are free of friable asbestos exposure.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Solid Waste Reduction Center (SWRC) Design Plan	Project Number SW7	Ward(s) 7	Project is: ☐ New Construction ☐ Renovation ☐ Repairs	
Project Location 3200 Benning Road, N.E.		Estimated Completion Date 1987	Number of Square Feet NA	Useful Life (Years) NA

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	500						500		500
Project Management	...						...		...
Construction	...						...		...
Equipment	...						...		...
TOTAL AUTHORITY	500						500		500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		500		500
FY 1988		...		...
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		500		500

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Solid Waste Reduction Center Predesign	SW7	3200 Benning Road, N.E.

PROJECT JUSTIFICATION

The Department of Public Works is requesting $500,000 to complete a predesign plan that will examine alternatives for developing a waste-to-energy facility and determine the contracting arrangement for the facility that is most advantageous to the District. The District must find an alternative to landfilling solid waste at the I-95 Lorton Landfill. This is essential because it is anticipated that existing landfill capacity will be exhausted in approximately 10 years.

The Sludge, Solid Waste Co-disposal Study, completed in 1984 by the engineering consultant firm of Camp, Dresser and McKee, recommended that the Solid Waste Reduction Center (SWRC) at 3200 Benning Road, N.E., be rehabilitated and retrofitted for energy recovery. This predesign represents the steps necessary to implement the recommendations of the Co-disposal Study.

There are highly technical issues involved in developing a waste-to-energy facility; for example, legal constraints, the energy market, financing alternatives, and the transfer of ownership to a private entity must be examined. Because of the complexity of these issues, there is a compelling need for consultant expertise. The planning process began in FY 1986 using both capital authority and operating funds.

Actual construction costs are expected to be $60 to $80 million if SWRC is modified or $100 to $120 million if the facility is rebuilt. Construction is expected to begin in FY 1988 or 1989. Construction costs will be borne by a revenue or industrial development bond and by private equity.

Once completed, the proposed facility would produce approximately 25 megawatts of electricity and generate approximately $5,000,000 in revenues, which would partially offset operating and maintenance costs. If stable and cost-effective markets can be identified for the sale of steam, electricity production would decrease slightly; however, total revenues would increase due to the higher economic return for the sale of steam.

OPERATING BUDGET IMPACT

At this stage of planning, there are no anticipated impacts on the operating budget.

IMPACT ON THE COMMUNITY

It is not anticipated that this project will significantly increase job availability. The project is not expected to displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The predesign plan will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The authority requested for FY 1987 will be used to complete predesign for a solid waste-to-energy center. This project will include, but is limited to:

-- Developing cost estimates, a financing package, and a procurement plan;

-- Preparing legislation and regulations necessary for the implementation of the project;

-- Implementing waste stream control regulations to direct solid waste to the resource recovery facility;

-- Revising current landfill agreements;

-- Establishing market agreements for the sale of the energy produced at the facility; and

-- Developing financing and procurement documents.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Relief of Flooding and Drainage Complaints	Project Number 105	Ward(s) DW	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location District-wide		Estimated Completion Date 1993	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...		...		...		...
Design	65		350		365		780		780
Project Management	50		334		290		674		674
Construction	515		9,046		2,965		12,526		12,526
Equipment	...		...		...		...		...
TOTAL AUTHORITY	630		9,730		3,620		13,980		13,980

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		245		245
FY 1989		385		385
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		630		630

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Relief of Flooding and Drainage Complaints

Project Number: 105

Project Location: District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $630,000 in FY 1987 authority for the relief of flooding and drainage complaints. The purpose of this project is to provide authority for the extension and rehabilitation of the storm sewer system, which consists of storm sewers, catch basins, inlets, special chambers, manholes, outlet structures, tide gates, lift pumping stations, and similar facilities.

The proposed activity will correct inadequate drainage, which causes major and localized flooding. When left uncorrected, these drainage problems typically lead to public and private property damage, cause environmental degradation and contribute to hazardous driving conditions.

Locations where drainage improvement work is to be performed are identified in two ways. One use of this project authority is to make system corrections identified by the department. This work is intended to provide relief to areas where the existing storm sewer system is deficient; rehabilitate or replace sewers which are defective or deteriorated; and separate combined sewers in areas where new development is scheduled to take place. This work will be coordinated with the repaving of streets and Metrorail construction to reduce the cost of building the sewers and to minimize traffic disruptions and public inconvenience.

The second use of project authority is work resulting from circumstances beyond the department's control. Such circumstances include alterations to drainage conditions caused by new development which increase stormwater runoff; and damage to existing storm drainage facilities resulting from unanticipated incidents such as severe storms. This type of work is usually identified by the community. Because there is usually a great urgency for these corrections, community-identified activity generally receives top priority.

FY 1980 through FY 1986 authority for this project totals $9,730,000. Approximately $4,250,000 will be required in authority for fiscal years 1987 to 1992. It is anticipated that there will be a continuing need for this project because of the effects of new development, the need to separate the combined sewers in selected area, and the deterioration of the existing system.

OPERATING BUDGET IMPACT

Implementation of this project will not change the department's operating budget. Maintenance costs will not be increased since this project provides new or rehabilitated infrastructure, which lessens the need for upkeep efforts.

IMPACT ON THE COMMUNITY

No displacement of residential or business occupants is expected. It is not anticipated that this project will significantly increase job availability.

This project is key to enabling the department to respond in a timely fashion to citizen needs and complaints. Without this project, citizens would be inconvenienced and the incidence of property damage would increase, particularly in times of unusually heavy rainfall or rapid snowmelt.

This project is consistent with the environmental protection element of the comprehensive plan, which calls for protection of water quality and prevention of soil erosion. This project also has a beneficial community impact because it corrects conditions likely to lead to safety hazards and property damage.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issues by the District of Columbia government.

SCOPE OF WORK

The method of correcting drainage problems varies from site to site; however, as a rule, the construction of storm sewers involves the following:

- Excavating trenches;
- Installing pipes;
- Constructing manholes and special chambers; and
- Backfilling and replacing appurtenances.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Capitol Hill Relief Sewer	Project Number: 120	Ward(s): 6	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location: Sixth Street, N.E. and S.E.	Estimated Completion Date: 1994	Number of Square Feet: NA	Useful Life (Years): 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...		...		...		...
Design	5,600		...		...		5,600		5,600
Project Management	...		360		3,400		3,760		3,760
Construction	...		4,956		56,000		60,956		60,956
Equipment	...		...		...		...		...
TOTAL AUTHORITY	5,600		5,316		59,400		70,316		70,316

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		448		448
FY 1989		1,525		1,525
FY 1990		2,922		2,922
FY 1991		705		705
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		5,600		5,600

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: CAPITAL (300)		AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Project Name: Capitol Hill Relief Sewer	Project Number: 120	Project Location: Capitol Hill

PROJECT JUSTIFICATION

The Department of Public Works is requesting $5,600,000 in FY 1987 capital authority for the Capitol Hill Relief Sewer (CHRS). A 1966 engineering study determined the need for a major storm sewer to relieve overloaded combined sewers serving Capitol Hill and to eliminate storm-induced flooding. The study, prepared by the engineering consulting firm of Burns and McDonnell, called for the relief sewer to extend from Union Station to the Anacostia River in Sixth Street, N.E., and S.E. and to pass beneath the Washington Navy Yard. The sewers in the Capitol Hill area are among the oldest in the District and are therefore undersized for stormwater runoff. Construction of the CHRS is essential to future separation of the existing combined sewer system in this area.

Construction began on the CHRS in the early 1970s. Because of its high cost, the project has been authorized in increments. Four sections of the CHRS, consisting of approximately 5,140 feet of the main trunk sewer, have been constructed. The circumstances warranting the 1966 recommendation, however, still exist today, and completion of the relief storm sewer remains essential. The completed project will consist of an additional 13,000 feet of new main trunk sewer.

A section of the main trunk sewer at Virginia Avenue and Sixth Street, S.E., is currently under design and scheduled for construction in FY 1986. On completion of this section, the CHRS will extend from its Anacostia River outlet (located in the Navy Yard) to south of Pennsylvania Avenue, S.E., beneath Sixth Street. This construction was halted to permit development of the Metrorail Blue Line. No benefits have been realized from the previous construction since there are no connections to the CHRS.

Since FY 1980, authority for this project has been $5,316,000. The FY 1987 authority request of $5,600,000 is an increase over the amount requested in the FY 1986 to 1991 Capital Improvements Plan. Due to the complexity of this project (design of the sewer tunnel must be constructed in the vicinity of Metrorail tunnels), the request for design authority has been increased. The FY 1987-1992 authority request is for $65,000,000. The anticipated total cost to complete the CHRS is $71,000,000.

OPERATING BUDGET IMPACT

This project is not expected to have any impact on the operating budget.

IMPACT ON THE COMMUNITY

Because of the personnel and machinery that will be involved on this project, temporary disruptions will occur to the environment and to the traffic flow in the areas. No residences or businesses will be displaced as a result of this project.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project is to be implemented in two phases. The first phase is the design of the sewers from E Street, S.E., to East Capitol and from Sixth to Twelfth Street, S.E., and the design of the Sixth Street (S.E. and N.E.) sewer tunnel running from Pennsylvania Avenue to Massachusetts Avenue. The tunnel will run 3,000 feet and will be 19 feet in diameter.

The second phase will consist of construction and will occur in FY 1988. This construction will represent the first connection to the CHRS, enabling the District to receive benefits from the parts of the sewer previously constructed but until now not available for service.

Table IV-9
ENTERPRISE FUNDS: FY 1985-1987
($ thousands)

	1985 Actual	1986 Estimate	1987 Estimate
OPERATING BUDGET SUMMARY:	356,945	382,464	438,383
District Funds	196,903	224,109	239,825
Federal Funds	104	121	121
Other Funds	159,938	158,234	198,437
OPERATING BUDGET DETAIL BY ENTERPRISE:			
Water and Sewer:	141,335	163,190	177,173
District Funds	140,704	162,987	176,876
Other Funds	631	203	297
Lottery and Charitable Games:	112,792	108,220	146,378
District Funds	3,528	4,151	5,458
Other Funds	109,264	104,069	140,920
Cable Television:	296	500	500
District Funds	241	250	250
Other Funds	55	250	250
Washington Convention Center:	11,335	12,546	10,607
District Funds	6,930	8,371	6,261
Other	4,405	4,175	4,346
D.C General Hospital:	91,187	98,008	103,675
District Funds	45,500	48,350	50,930
Federal Funds	104	121	121
Other Funds	45,583	49,537	52,624

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY **3** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Major Stormwater Relief Facilities	Project Number 145	Ward(s) 2	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Downtown : from Fifteenth and F Streets, N.W. to Potomac River	Estimated Completion Date 1993	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Sites	...				...		...		...
Design	3,200				...		3,200		3,200
Project Management	400				2,100		2,500		2,500
Construction	3,000				29,550		32,550		32,550
Equipment	...				...		...		...
TOTAL AUTHORITY	6,600				31,650		38,250		38,250

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		712		712
FY 1988		2,175		2,175
FY 1989		2,591		2,591
FY 1990		1,122		1.122
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		6,600		6,600

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Major Stormwater Relief Facilities	145	Downtown: from Fifteenth and F Streets, N.W. to Potomac River

PROJECT JUSTIFICATION

The Department of Public Works is requesting $6,600,000 in new capital authority to construct stormwater drainage facilities in the downtown area. The areas to be served are those where the combined sewer system is inadequate to carry existing or anticipated flows. The construction of these storm sewers is needed to prevent combined sewer back-ups and to reduce the unnecessary transport of groundwater and stormwater to the Blue Plains Wastewater Treatment Plant.

Large volumes of runoff occur in even moderate rainstorms because there is so little unpaved land in the downtown area to absorb the rainfall. Also, the intensive downtown development that is currently underway or planned for the near future, may increase the groundwater flow and associated treatment costs if these corrections are not made. Studies by the Water and Sewer Utility Administration have concluded that there are no other feasible alternatives for addressing this problem. The proposed trunk sewers will provide a stormwater outlet to the Potomac, south of the Tidal Basin (Easby Point).

This project will also eliminate unecessary treatment of groundwater that is continuously pumped from the large office buildings located downtown. The Federal Triangle and the downtown area south of F Street have a high water table. The groundwater that is displaced by building basements must be pumped to the sewer system to relieve pressure on basement walls and foundations. It is estimated that currently one million gallons of groundwater are collected from downtown each day and transported to Blue Plains for treatment. It costs approximately $500,000 per year to treat this essentially clean water.

OPERATING BUDGET IMPACT

It is anticipated that this project will cause some reduction in treatment costs. The project will improve treatment capacity and efficiency in that essentially clean groundwater and storm water will no longer be sent to Blue Plains for treatment.

IMPACT ON THE COMMUNITY

It is not anticipated that this project will significantly increase job availability. No displacement of residential or business occupants is expected.

There will be localized disruption to street traffic as construction occurs throughout the life of the project. The project supports the downtown and environmental protection elements of the comprehensive plan.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The scope of work includes the following tasks:

- — Designing 7,300 feet of 11-foot sewer mains from Fifteenth and F Streets, N.W., to the Potomac River; and
- — Designing and constructing 1,600 feet of 72- and 96-inch sewers and 650 feet of 48- and 66-inch sewers in F Street, N.W., from Tenth to Fifteenth Streets. This sewer is to be constructed prior to the scheduled repaving of that particular street section. A related storm sewer, to be constructed under New York Avenue from Ninth to Fourteenth Streets, is being constructed as part of Relief of Flooding and Drainage Complaints (105).

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA) WATER AND SEWER UTILITY ADMINISTRATION (70)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	982	85,849	1,063	127,005	1,273	148,083	1,288	160,647	+15	+12,564
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	177	...	631	...	203	...	297	...	+94
	SUBTOTAL EXPENDITURES	982	86,026	1,063	127,636	1,273	148,286	1,288	160,944	+15	+12,658
	Intra-District Sales	232	6,139	223	6,402	228	7,476	228	7,966	...	+490
	TOTAL EXPENDITURES	1,214	92,165	1,286	134,038	1,501	155,762	1,516	168,910	+15	+13,148
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	1,100		1,100		1,427		1,212		-215	
	Average CFT Salary	24		25		26		27		+1	
	Average All Other Employment	12		51		2		277		+275	
	Total Full-Time Equivalent (FTE) Employment	1,112		1,151		1,429		1,489		+60	
	Overtime & Other Pay — Full Time Equivalent (FTE)	112		151		98		107		+9	
	Average Full-Time Equivalent Salary	25		25		26		27		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation	11,020		21,890		18,035		54,250		+36,215	
	Grants & Other	20,910		44,130		37,530		51,570		+14,040	
	TOTAL CAPITAL AUTHORITY	31,930		66,010		55,565		105,820		+50,255	

CONTROL CENTER OVERVIEW

The mission of the Water and Sewer Utility Administration (WASUA), of the Department of Public Works (DPW), is to provide the citizens of the District with drinking water and to collect and treat sanitary and combined sewage for the District as well as neighboring jurisdictions in a manner that protects our waterways.

Revenues derived from the sale of water and sewer services fund the mission of the utility as well as water supply activities carried on by the Washington Aqueduct, an agency of the Army Corps of Engineers.

The Blue Plains Advanced Wastewater Treatment Plant is the utility's largest single investment and most costly facility operation in the DPW. It services a population of two million in the District, Maryland, and Virginia.

An estimated 120.5 billion gallons of sewage will be treated at Blue Plains in FY 1987. This is the largest advanced wastewater treatment plant in the country and is worth more than $500 million.

The Washington Aqueduct supplies water to the District for distribution by the Water and Sewer Utility Administration. In FY 1985, an average of 176 million gallons of water were delivered to the District for distribution each day. This water was distributed to 116,941 residential and commercial customers via 3 pumping stations and 1,286 miles of water mains. The distribution system also includes 8,736 fire hydrants, 18,457 valves, and 9 water storage facilities.

The District's basic public health also requires adequate sewage treatment to prevent contamination of the Potomac River. Treatment standards are mandated by the National Pollutant Discharge Elimination System Permit No. DC0021199, issued by the Environmental Pro-

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

tection Agency (EPA), Region III. A consent decree, agreed to by the District and EPA, requires the District to operate and maintain all treatment process-related equipment in operable condition so that permit effluent standards are met. An Intermunicipal Agreement (IMA), was recently signed by the major Blue Plains users outlining the future expansion and use of the plant as well as sludge disposal through the year 2010.

The sewerage collection system is composed of approximately 1,800 miles of sewers, 25 pumping stations, and about 27,000 catch basins. The utility's infrastructure, valued at $750 million, requires substantial maintenance to ensure system reliability.

Continuing improvement efforts are being made in the water measurement billing and collection programs to assure that all customers are billed accurately and on time. Billed revenue in FY 1987 is expected to exceed $119 million and cash collections will be about $114 million.

The priorities of the Water and Sewer Utility Administration, as reflected in this budget, will provide for the treatment of wastewater in accordance with permit and consent decree requirements, disposal of sludge in an environmentally sound fashion, support of the District's economic development program by providing essential water and sewer services as required, protection of the valuable physical assets that include the Blue Plains Plant, the water and sewer system lines, and pumping stations, improved maintenance and, thus, better service, and the continued improvement of water measurement and billing.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $160,647,000 and 1,288 continuing full-time (CFT) positions, an increase from FY 1986 of $12,564,000 and 15 CFT positions.

The personal services request is $41,610,000, an increase of $3,133,000 and 60 full-time equivalent employees. Budgeted amounts include $34,041,000 for CFT positions, $202,000 for regular pay-other, $3,162,000 for additional gross pay, and $4,205,000 for fringe benefits. The 15 CFT positions are for meter relocation program (2); sludge disposal (1); and utility design, engineering, and construction (12). Additional funds required to support these positions are $271,000. Nine-months funding is requested for 13 of these positions while the remaining 2 positions will require 12-months funding.

An increase of 14 term full-time (TFT) positions is budgeted at $224,000. These TFT positions are for the meter relocation program (12) and improved water billing and collection (2). Also authorization is requested for an additional 150 TFT positions. No additional funding is requested for these positions. The utility anticipates that funding will be available in the personal services budget base for these positions as a result of substantial delays in filling difficult-to-hire, CFT positions. The additional TFT positions will be filled at various points during FY 1987, using available base funds. Many of these positions will be converted to CFT positions in FY 1988 depending on program requirements. The 150 TFT positions are for: complying with the conditions of the consent decree (72); improved maintenance at water, sewage, and storm water pumping stations (20); improved water billing and collection (3); improved meter measurement (1); meter relocation program (24); building sewer repair (7); main sewer repair (7); stream cleaning (3); and preventive maintenance of fire hydrants and valves (13).

In addition to the new positions, the 4 percent pay adjustment will cost the utility an additional $1,581,000; within-grade advancements $140,000; and annualization of positions approved in FY 1986, $980,000.

The nonpersonal services request is $119,037,000, a net increase of $9,431,000 from FY 1986. Budget increases are $16,455,000. However, $7,024,000 has been reduced from the FY 1986 base for nonrecurring items. The breakdown follows: $4,743,000 from supplies and materials, a result of savings on the use of woodchips ($1,235,000); nonrecurring purchases of spare parts for consent decree ($3,000,000), chemical usage savings ($509,000); nonrecurring equipment items ($972,000); nonrecurring contractual service needs ($1,117,000) including repairs to vent structures ($70,000), truck scale modifications ($39,000), digester cleaning ($523,000), water conservation ($8,000), and consent decree requirements ($477,000); $192,000 from subsidies and transfers; a result of switching payments for the Bloomington Dam ($146,000) and the Interstate Commission on the Potomac River Basin ($46,000) to Debt Service and the Department of Consumer and Regulatory Affairs respectively.

Significant items that have increased include wastewater treatment plant maintenance ($400,000); transformer replacement and disposal ($2,750,000); improved maintenance of water, sewage, and storm water pumping stations and water storage facilities ($424,000); replacement of solids-bearing fluid meters ($250,000); sludge disposal ($4,506,000); chemicals ($605,000); energy ($1,095,000); equipment to service capital outlay ($515,000); main sewer repair, ($252,000); building sewer repair ($237,000); service bureau costs for rendering water and sewer bills ($675,000); meter relocation program ($622,000); preventive maintenance of fire hydrants and valves ($215,000); materiel management equipment ($187,000); and debt service ($1,769,000).

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA) WATER AND SEWER UTILITY ADMINISTRATION (70)

Nonappropriated Budget Request

The agency's estimated nonappropriated budget is $8,263,000 and 200 full-time equivalent positions, an increase from FY 1986 of $584,000 and no change in full-time equivalent employees. The utility expects $7,966,000 in Intra-District revenues in FY 1987. The majority of this revenue is from the sale of goods and services to capital projects. Capital outlay staff and associated expenses are paid out of the Water and Sewer Fund initially. The fund is then reimbursed by the specific capital projects for which work is accomplished. The balance of the nonappropriated budget will come from the Washington Metropolitan Area Transit Authority and miscellaneous sources for water and sewer work performed upon request.

PROGRAM IMPACTS

The requested FY 1987 funding will affect each program as follows:

Wastewater Treatment Plant—Consent Decree

This budget as in FY 1986 addresses the terms of the consent decree entered into by the District and EPA that requires the District to maintain all equipment that treats wastewater in operable condition at design criteria; hire personnel to sustain the National Pollutant Discharge Elimination Standards (NPDES) Permit; and protect the capital investment equipment and process systems purchased with EPA grant funds. Funds are requested for electrical and mechanical maintenance, and establishment of technical information and work coordination centers. These increases will permit the utility to meet the performance requirements prescribed by EPA in the consent decree and prevent EPA from seeking additional penalties or imposing fines against the District for violations of the decree. The consent decree resulted from past violations of the permitted effluent standards for Blue Plains and inadequate maintenance of the plant.

Sludge Management

A Bureau of Sludge Management was established in FY 1986 to manage the disposal and use of all sludge produced at the Wastewater Treatment Plant. The FY 1987 budget redirects-in from the Solids Processing Division four RW-07 Scale Operator positions approved in the FY 1986 budget. These positions will provide optimal management control of the scale operation to assure proper contract administration. A base reduction of $1,240,000 is possible because of increased reclaiming of woodchips from the screening operation thereby reducing the quantity of new chips required ($1,235,000); and the reduced need for replacement of vehicles ($5,000). Increases include an RW-07 Scale Operator position ($22,000); office support funds ($14,000); and sludge disposal operations ($4,596,000). Objectives of the five-year regional sludge disposal program will be met through the monitoring of contractors performance and compliance with state disposal site permit requirements.

Wastewater Treatment and Solids Processing

The Wastewater Treatment plant processes 309 million gallons per day of sewage from the District, Maryland, and Virginia. The FY 1986 budget anticipated a discount of 19.22 percent on electrical energy charges for the Blue Plains Plant. Under new rates, effective April 2, 1985, that projected discount was reduced to 10 percent. An increase of $777,000 is required to make up the discount differential and provide for minor usage fluctuations. Also, $53,000 is budgeted for increased heating costs. The degritting building and additional gravity thickeners are scheduled for completion in May 1987. Electrical energy funds ($95,000) are required for both facilities along with a dump truck ($45,000) to collect the materials removed through the degritting process. An increase of $179,000 is needed to provide sulfur dioxide for the new dechlorination facility. Wastewater treatment operations also require an increase of $426,000 for additional chemicals to meet permit standards. Other increases include $160,000 for increased laboratory service costs; $125,000 for cleaning of chemicals and sludge systems; and $69,000 for equipment. With these changes, permit requirements will be met and violations avoided.

Water Services

The budget contains 13 TFT positions and $215,000 to establish a preventive maintenance program for fire hydrants and valves. Virtually no preventive maintenance work has been done in the last ten years. The new program provides for annual fire hydrant and biannual valve inspections. Other increases include natural gas requirements ($17,000), data processing equipment ($10,000), and equipment to service capital outlay for which operating expenses will be repaid from rental rates to be charged as equipment is used ($71,000). Other program and service levels will remain the same as in FY 1986.

Sewer Service

As in FY 1985, program improvements are continued in FY 1987. A seven-man building sewer repair crew is requested to eliminate backlogs by FY 1989 and provide service equal to demand through FY 1991. A seven-man main sewer repair crew is budgeted in FY 1987 to repair about 100 pipe or joint failures identified by television inspection each year. A three-man stream cleaning crew is required to start a stream cleaning preventive maintenance program. A total of 17 TFT positions and $564,000 is budgeted for these programs. Other increases include funds for increased energy costs ($153,000), disposal of refuse from catch basin and stream cleaning operations ($50,000), cost of replacing catch basin tops ($90,000), and equipment to service capital outlay ($390,000). Other program and service levels will remain the same as in FY 1986.

Maintenance Services

The maintenance services program is responsible for electrical and mechanical repair, overhaul, modification, and installation of equipment associated with the facilities and fixed equipment of the utility. Consent decree increases of $729,000 are included to assure that the four-year hiring plan as required by EPA is followed. Included are positions to protect capital investment by routine inspection and preventive maintenance efforts in both electrical and mechanical maintenance. Also included are funds ($102,000) to implement and operate technical information and work coordination centers (plant-keeping system). An improved maintenance program for department facilities other than the Blue Plains Plant is being initiated ($424,000). Except in emergency circumstances, the bureau has assigned most of its personnel complement to the plant with only essential work being accomplished elsewhere. This increase will provide for the necessary maintenance work at these other facilities. To obtain accurate meter readings of solids flows, the solids-bearing fluid meters must be replaced ($250,000). Funds ($2,750,000) are also provided to replace and dispose of transformers contaminated with PCB materials. Completion of new facilities in FY 1986 and early in FY 1987 will require additional maintenance at a cost of $400,000. All other program and service levels will remain the same as in prior years.

Water Measurement and Billing

Additional resources ($873,000) added to the meter relocation program to speed up the current program will result in improved accuracy of meter registration, increased revenue, and a reduced number of estimated bills. There are approximately 19,000 residential water meters to be relocated from inside to outside areas. The program is scheduled for completion in FY 1990. Funds ($25,000) are also provided to replace obsolete meter shop equipment that will permit the division to keep up with the large volume of testing work generated by the replacement program. The FY 1986 approved budget anticipated that the new water billing system would be in place and that service bureau costs would be reduced. However, the new water billing system will not be in use before FY 1988. Increased demands placed on the current system have resulted in an increase in service bureau costs of $675,000. Funds ($25,000) are requested for a leak investigation staff. Most high water bills are caused by leaking water meters not usually identified by customers until the bill for high consumption is received by them.

Office of the Administrator

Increased training funds are requested for the entire utility ($159,000). Funds are needed to train personnel in computer operation, office management, improved revenue collection techniques, customer service, technical training for engineering inspectors, maintenance services to meet consent decree requirements, and certification training for wastewater treatment plant operators. A Water Bill Special Investigation and Appeal Unit is established to handle water bill problems and complaints that cannot be resolved in the Bureau of Water Measurement and Billing ($13,000).

Administrative Services

This budget provides for full funding of positions classified as RW-07 instead of RW-05 as budgeted ($19,000) and additional equipment for Materiel Management to meet the heavy workload and storage demands required by the consent decree ($187,000).

Office of the Controller

Audit support for the utility is required to assure conformance with generally accepted accounting principles ($93,000). Travel funds in connection with training requirements and attendance at professional conferences are provided ($5,000).

Engineering Services

Increases are provided to reduce map backlogs ($65,000) and to assume additional infrastructure review and approvals ($47,000), as well as infrastructure inspection responsibilities ($140,000). Equipment funds are budgeted to service capital outlay ($54,000).

Program Measures

The following program measures represent the wide range of services that the utility provides to citizens and visitors to the District of Columbia on an annual, continuing basis.

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Water delivered from Washington Aqueduct (millions of gallons per day)	167.2	176.1	176.1	176.1
Sanitary sewage treated (millions of gallons per day)	329	294	330	330
Sludge from wastewater treatment disposed of (tons per day)	1,931	1,914	2,090	2,080

FUND: WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: DEPARTMENT OF PUBLIC WORKS (KA) WATER AND SEWER UTILITY ADMINSTRATION (70)

Sewage pumped (millions of gallons annually)	81,688	81,688	81,688	81,688
Miles of sewers cleaned	20	20	20	30
Miles of sewers inspected	120	130	150	150
No. of catch basins cleaned	17,000	17,500	20,150	22,800
Building sewers repaired	80	80	120	160
Cash collections for water and sewer service (in millions)	65	80	100	114
Percentage of customers billed on time/within 30 days	100	100	100	100
No. of water bills issued annually	276,589	276,000	440,000	520,000

Explanation of performance level changes

Miles of sewer cleaned - The utility expects to receive new sewer equipment by the end of FY 1986. This equipment will permit the utility to clean an additional ten miles of sewer annually.

Number of catch basins cleaned - An increase of one catch basin cleaning crew in FY 1987 will permit the utility to clean 2,650 more catch basins in FY 1987.

Building sewers repaired - An additional building sewer repair crew in FY 1987 is expected to repair 40 more building sewers.

Cash collected - The projected increase in cash collections primarily results from rate increases that went into effect beginning in FY 1984, improved collection methods, and quarterly billing of all residential accounts.

Number of water bills issued annually - The increase in the number of bills issued results from a change to quarterly billing (instead of semi-annual billing) of residential accounts beginning the second half of FY 1986.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7010		OFFICE OF THE ADMINISTRATOR														
		Base Reductions														
	1.0	Reduction for the annual payment to the Inter-														
		state Commission on the Potomac River Basin	50	...	46	...	-46								...	-46
	2.0	Reduction for the District's payment for														
		Bloomington Dam usage	50	...	145	...	-146								...	-146
	3.0	Reduction for the Water Conservation Program														
		(contractual services)	40	...	8	...	-9								...	-9
		Redirections														
	13.1	Redirection-in from Water Billing and Collection														
		(7052) to centralize training funds	40	...	...			...	+30						...	+30
		Increases														
	15.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+52	...	+52
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+5	...	+5
	16.1	Increase for within grades														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.1	Increase for annualization of positions														
		a. Regular Pay	11	...	...								...	+30	...	+30
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: (Name & Code) WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	19.0	Increase for training funds	40	...	...								...	+159	...	+159
	20.0	Increase for a Water Bill Special Investigation														
		and Appeal Unit														
		a. One DS-13 Program Manager (TFT)	12	...	...								...	...	...	...
		b. One DS-12 Special Litigation Liaison (TFT)	12	...	...								...	...	...	...
		c. One DS-12 No Access Program Manager (TFT)	12	...	...								...	...	...	...
		d. Office supplies	20	...	...								...	+3	...	+3
		e. Mobile equipment	70	...	...								...	+10	...	+10
		Subtotal Responsibility Center 7010				[...]	[-200]	[...]	[+30]				[...]	[+275]	[...]	[+105]
		TOTAL CONTROL CENTER	▨	▨	▨											

GB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986–FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Office of the Utility Controller														
7021		ACCOUNTING DIVISION														
		Increases														
	15.2	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+22	...	+22
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		Subtotal Responsibility Center 7021											[...]	[+24]	[...]	[+24]
7022		BUDGET DIVISION														
		Increases														
	15.3	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 7022											[...]	[+10]	[...]	[+10]
7023		OFFICE OF THE CONTROLLER														
		Redirections														
	12.1	Redirection-in from the Water Billing and Collection Division (7052) to consolidate auditing programs														
		a. One DS-12 Financial Analyst	11	...	...			+1	+36						+1	+36
		b. One DS-11 Accountant	11	...	...			+1	+28						+1	+28
		c. Fringe Benefits	14	...	...			...	+8						...	+8
		TOTAL CONTROL CENTER	▨	▨	▨											

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/−)		Transfers In/Out (+/−)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/−)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Increases														
	15.4	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	21.0	Increase for audit services	40	...	...								...	+93	...	+93
	22.0	Increase for office needs														
		a. Office Supplies	20	...	1								...	+1	...	+1
		b. Travel	40	...	1								...	+5	...	+5
		Subtotal Responsibility Center 7023						[+2]	[+72]				[...]	[+111]	[+2]	[+183]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7024		OFFICE OF ADMINISTRATIVE SERVICES														
		Base Reductions														
	4.0	Reduction for nonrecurring warehouse helpers' salaries														
		a. Other Regular Pay	12	...	29	...	-29								...	-29
		b. Fringe Benefits	14	...	3	...	-3								...	-3
		Increases														
	15.5	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+80	...	+80
		b. Fringe Benefits	14	...	...								...	+9	...	+9
	16.2	Increase for within grades														
		a. Regular Pay	11	...	...								...	+14	...	+14
		b. Fringe Benefits	14	...	...								...	+2	...	+2
	17.2	Increase for annualization														
		a. Regular Pay	11	...	...								...	+46	...	+46
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	23.0	Increase for motor vehicle operator grade reclassification														
		a. Regular Pay	11	4	54								...	+17	...	+17
		b. Fringe Benefits	14	...	6								...	+2	...	+2
	24.0	Increase for material management operations	70	...	70								...	+187	...	+187
		Subtotal Responsibility Center 7024				[...]	[-32]						[...]	[+362]	[...]	[+330]
		TOTAL CONTROL CENTER														

(0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Office of Engineering Services														
7031		UTILITY DESIGN AND ENGINEERING														
		Increases														
	15.6	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+34	...	+34
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	17.3	Increase for annualization														
		a. Regular Pay	11	...	...								...	+9	...	+9
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	25.0	Increase for map maintenance														
		a. Two DS-09 Civil Engineering Technicians	11	...	...							9	+2	+34	+2	+34
		b. Two DS-06 Civil Engineering Technicians	11	...	...							9	+2	+25	+2	+25
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	26.0	Increase for additional infrastructure review and approvals														
		a. One DS-09 Civil Engineering Technician	11	...	...							9	+1	+18	+1	+18
		b. One DS-06 Civil Engineering Technician	11	...	...							9	+1	+12	+1	+12
		c. One DS-05 Clerical Assistant	11	...	...							9	+1	+11	+1	+11
		d. Fringe Benefits	14	...	...								...	+6	...	+6
	27.0	Increase for operating/capital program assistance														
		a. One DS-11 Civil Engineering Technician	11	...	...								+1	+21	+1	+21
		b. Fringe Benefits	14	...	...								...	+2	...	+2
		Subtotal Responsibility Center 7031											[+8]	[+182]	[+8]	[+182]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: (Name & Code) WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7032		UTILITY CONSTRUCTION MANAGEMENT														
		Increases														
	15.7	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+7	...	+7
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	19.1	Increase for equipment to service capital outlay	70	...	...								...	+54	...	+54
	28.0	Increase for additional infrastructure														
		inspection responsibilities														
		a. One DS-09 Supervisory Engineering Technician	11	...	...							9	+1	+18	+1	+18
		b. Three DS-07 Civil Engineering Technicians	11	...	...							9	+3	+43	+3	+43
		c. Fringe Benefits	14	...	...								...	+5	...	+5
		d. Supplies	20	...	...								...	+1	...	+1
		e. Equipment	70	...	...								...	+73	...	+73
		Subtotal Responsibility Center 7032											[+4]	[+202]	[+4]	[+202]
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: (Name & Code) WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Bureau of Water Services														
7041		WATER PUMPING DIVISION														
		Base Reductions														
	5.1	Reduction for nonrecurring equipment purchases	70	...	10	...	-10								...	-10
		Increases														
	15.8	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+22	...	+22
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+3	...	+3
	29.0	Increase for water pumping operations														
		a. Energy	30a	...	...								...	+17	...	+17
		b. Equipment	70	...	...								...	+10	...	+10
		Subtotal Responsibility Center 7041				...	[-10]						[...]	[+55]	[...]	[+45]
7042		WATER DISTRIBUTION DIVISION														
		Base Reductions														
	5.2	Reduction for nonrecurring equipment purchases	70	...	...	...	-33								...	-33
		Increases														
	15.9	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+98	...	+98
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		b. Additional Gross Pay	13	...	...								...	+12	...	+12
		c. Fringe Benefits	14	...	...								...	+12	...	+12
	18.2	Increase for equipment to service capital outlay	70	...	...								...	+71	...	+71
	30.0	Increase for Maintenance and Repair Program														
		a. Five RW-10 Water Services Workers	12	...	...								...	...	...	...
		b. Three RW-08 Water Services Workers	12	...	...								...	...	...	...
		c. One RW-07 Hydrant Inspector	12	...	...								...	...	...	...
		d. One RW-07 Water Services Worker	12	...	...								...	...	...	...
		e. Three RW-05 Water Services Workers	12	...	...								...	...	...	...
		f. Supplies	20	...	...								...	+32	...	+32
		g. Equipment	70	...	...								...	+183	...	+183
		Subtotal Responsibility Center 7042				[...]	[-33]						[...]	[+408]	[...]	[+375]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Bureau of Water Measurement and Billing														
7051		WATER METER AND MEASUREMENT														
		Increases														
	15.10	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+125	...	+125
		b. Additional Gross Pay	13	...	...								...	+8	...	+8
		c. Fringe Benefits	14	...	...								...	+15	...	+15
	16.3	Increase for within grades														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.4	Increase for annualization														
		a. Regular Pay	11	...	...								...	+69	...	+69
		b. Fringe Benefits	14	...	...								...	+8	...	+8
	31.0	Increase for Meter Relocation Program														
		a. Two RW-07 Truck Drivers (CFT)	11	...	...								+2	+42	+2	+42
		b. Five RW-07 Plumbers (TFT)	12	...	...								...	...	...	...
		c. Ten RW-03 Laborers (TFT)	12	...	...								...	+156	...	+156
		d. Nineteen RW-03 Laborers (TFT)	12	...	...								...	...	...	...
		e. Two DS-04 Clerks (TFT)	12	...	...								...	+26	...	+26
		f. Fringe Benefits	14	...	...								...	+27	...	+27
		g. Uniforms and supplies	20	...	...								...	+11	...	+11
		h. Equipment maintenance, printing, and postage	40	...	...								...	+15	...	+15
		i. Equipment	70	...	...								...	+596	...	+596
		TOTAL CONTROL CENTER	▨	▨	▨											

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
	32.0	Increase for water meter and measurement														
		operations														
		a. One DS-12 Deputy Chief, Water Meter and														
		Measurement Division (TFT)	12	...	...								...	...	...	...
		b. Travel	40	...	...								...	+15	...	+15
		c. Meter Shop Equipment	70	...	...								...	+25	...	+25
		Subtotal Responsibility Center 7051											[+2]	[+1,145]	[+2]	[+1,145]
7052		WATER BILLING AND COLLECTION														
		Base Reductions														
	5.3	Reduction for nonrecurring equipment purchases	70	...	281	...	-111								...	-111
		Redirections														
	12.2	Redirection-out to the Office of the Controller														
		(7023) to consolidate auditing programs														
		a. One DS-12 Financial Analyst	11	1	38			-1	-36						-1	-36
		b. One DS-11 Accountant	11	1	28			-1	-28						-1	-28
		c. Fringe Benefits	14	...	8			...	-8						...	-8
	13.2	Redirection-out to centralize training to the														
		Office of the Administrator (7010)	40	...	30			...	-30						...	-30
		Increases														
	15.11	Increase for FY 1987 pay adjustment														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...								...	+84	...	+84
		b. Additional Gross Pay	13	...	...								...	+4	...	+4
		c. Fringe Benefits	14	...	...								...	+10	...	+10
	16.4	Increase for within grades														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	17.5	Increase for annualization														
		a. Regular Pay	11	...	...								...	+64	...	+64
		b. Fringe Benefits	14	...	...								...	+8	...	+8
	33.0	Increase for billing and collection operations														
		a. Contractual Services	40	...	525								...	+675	...	+675
	34.0	Increase for Leak Inspection Program														
		a. Two interns (TFT)	12	...	...								...	+20	...	+20
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Supplies	20	...	...								...	+2	...	+2
		d. Contractual Services	40	...	...								...	+1	...	+1
		e. Equipment	70	...	...								...	+1	...	+1
		Subtotal Responsibility Center 7052				...	[-111]	[-2]	[-102]				...	[+882]	[-2]	[+669]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

CONTROL CENTER: WATER AND SEWER UTILITY ADMINISTRATION (70)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986– FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount*	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		Bureau of Sewer Services														
7061		SEWAGE PUMPING DIVISION														
		Increases														
	15.12	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+41	...	+41
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	17.6	Increase for annualization														
		a. Regular Pay	11	...	...								...	+13	...	+13
		b. Fringe Benefits	14	...	...								...	+1	...	+1
	35.0	Increase for sewage pumping operations														
		a. Energy	30a	...	...								...	+153	...	+153
		b. Xerox equipment	70	...	...								...	+5	...	+5
		Subtotal Responsibility Center 7061											[...]	[+222]	[...]	[+222]
7062		INSPECTION AND MAINTENANCE DIVISION														
		Increases														
	15.13	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+79	...	+79
		b. Additional Gross Pay	13	...	...								...	+6	...	+6
		c. Fringe Benefits	14	...	...								...	+10	...	+10
	17.7	Increase for annualization														
		a. Regular Pay	11	...	...								...	+31	...	+31
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule No.

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DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

CONTROL CENTER: WATER AND SEWER UTILITY ADMINISTRATION (70)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14	...	...								...	+4	...	+4
	36.0	Increase for Stream Cleaning Program														
		a. Three RW-03 Laborers (TFT)	12	...	...								...	...	...	...
		b. Mobile Equipment	70	...	...								...	+25	...	+25
	37.0	Increase for refuse dumping	40	...	...								...	+50	...	+50
		Subtotal Responsibility Center 7062											[...]	[+205]	[...]	[+205]
7063		REPAIR DIVISION														
		Base Reductions														
	5.4	Reduction for nonrecurring equipment purchases	70	...	556	...	-202								...	-202
	6.0	Reduction for vent structures contractual needs	40	...	70	...	-70								...	-70
		Increases														
	15.14	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+47	...	+47
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	17.8	Increase for annualization														
		a. Regular Pay	11	...	...								...	+36	...	+36
		b. Fringe Benefits	14	...	...								...	+5	...	+5
	19.3	Increase for equipment to service capital outlay	70	...	...								...	+390	...	+390
	38.0	Increase for Building Sewer Repair														
		a. One RW-10 Mason (TFT)	12	...	...								...	...	...	...
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS – INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

CONTROL CENTER: WATER AND SEWER UTILITY ADMINISTRATION (70)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. One RW-10 Engineering Equipment Operator														
		(TFT)	12	...	...								...	...	...	...
		c. One RW-07 Motor Vehicle Operator (TFT)	12	...	...								...	...	...	...
		d. Two RW-07 Sewer Service Workers (TFT)	12	...	...								...	...	...	...
		e. One RW-05 Mason Helper (TFT)	12	...	...								...	...	...	...
		f. One RW-05 Plumber Helper (TFT)	12	...	...								...	...	...	...
		g. Additional Gross Pay	13	...	7								...	+50	...	+50
		h. Supplies	20	...	18								...	+21	...	+21
		i Other Services and Charges	40	...	...								...	+26	...	+26
		j. Mobile Equipment	70	...	...								...	+190	...	+190
	39.0	Increase for Main Sewer Repair														
		a. One RW-10 Mason (TFT)	12	...	...								...	...	...	...
		b. One RW-10 Engineering Equipment Operator														
		(TFT)	12	...	...								...	...	...	...
		c. One RW-07 Motor Vehicle Operator (TFT)	12	...	...								...	...	...	...
		d. Two RW-07 Sewer Service Workers (TFT)	12	...	...								...	...	...	...
		e. One RW-10 Mason Helper (TFT)	12	...	...								...	...	...	...
		f. One RW-05 Plumber Helper (TFT)	12	...	...								...	...	...	...
		g. Supplies	20	...	...								...	+21	...	+21
		h. Other Services and Charges	40	...	...								...	+41	...	+41
		i. Mobile Equipment	70	...	...								...	+190	...	+190
	40.0	Increase for Sewer Repair Program														
		a. Supplies	20	...	...								...	+90	...	+90
		TOTAL CONTROL CENTER														

DB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Services Charges	40	...	...								...	+30	...	+30
		Subtotal Responsibility Center 7063				...	[-272]						[...]	[+1166]	[...]	[+894]
7064		POTOMAC INTERCEPTOR														
		Base Reductions														
	5.5	Reduction for nonrecurring equipment purchases	70	...	30	...	-30								...	-30
		Increases														
	15.15	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+6	...	+6
		b. Fringe Benefits	14	...	...								...	+1	...	+1
		Subtotal Responsibility Center 7054				[...]	[-30]						[...]	[+7]	[...]	[-23]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986-FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Bureau of Wastewater Treatment														
7071		WASTEWATER TREATMENT														
		Increases														
	15.16	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+166	...	+166
		b. Additional Gross Pay	13	...	...								...	+30	...	+30
		c. Fringe Benefits	14	...	...								...	+23	...	+23
	16.5	Increase for within grades														
		a. Regular Pay	11	...	...								...	+11	...	+11
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	17.9	Increase for annualization of positions														
		a. Regular Pay	11	...	...								...	+34	...	+34
		b. Additional Gross Pay	13	...	...								...	+6	...	+6
		c. Fringe Benefits	14	...	...								...	+5	...	+5
	41.0	Increase for wastewater treatment operations														
		a. Chemicals	20	...	6,973								...	+605	...	+605
		b. Energy	30a	...	6,233								...	+651	...	+651
		c. Laboratory services	40	...	300								...	+108	...	+108
		d. Cleaning chemical/sludge systems	40	...	...								...	+125	...	+125
		e. Equipment	70	...	33								...	+69	...	+69
		Subtotal Responsibility Center 7071											[...]	[+1,837]	[...]	[+1,837]
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
7072		SOLIDS PROCESSING														
		Base Reductions														
	5.6	Reduction for nonrecurring equipment purchases	70	...	491	...	-217								...	-217
	7.0	Reduction for decreased chemical costs	20	...	8,096	...	-508								...	-508
	8.0	Reduction for nonrecurring truck scale modifi-														
		cation	40	...	39	...	-39								...	-39
	9.0	Reduction for nonrecurring digester cleaning														
		costs	40	...	609	...	-523								...	-523
		Redirections														
	14.1	Redirection-out of scale operations staff to														
		Sludge Management (7075)														
		a. Four RW-07 Scale Operators	11	4	72			-4	-72						-4	-72
		b. Additional Gross Pay	13	...	11			...	-11						...	-11
		c. Fringe Benefits	14	...	10			...	-10						...	-10
		Increases														
	15.17	Increases for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+111	...	+111
		b. Additional Gross Pay	13	...	...								...	+22	...	+22
		c. Fringe Benefits	14	...	...								...	+14	...	+14
	16.6	Increase for within grades														
		a. Regular Pay	11	...	...								...	+15	...	+15
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
		b. Additional Gross Pay	13	...	...								...	+4	...	+4
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	17.10	Increase for annualization of positions														
		a. Regular Pay	11	...	...								...	+46	...	+46
		b. Additional Gross Pay	13	...	...								...	+8	...	+9
		c. Fringe Benefits	14	...	...								...	+6	...	+6
	42.0	Increase for solids processing operations														
		a. Energy	30a	...	2,683								...	+274	...	+274
		b. Laboratory services	40	...	220								...	+52	...	+52
		c. Equipment	70	...	264								...	+45	...	+45
		Subtotal Responsibility Center 7072				[...]	[-1,287]	[-4]	[-93]				[...]	[+599]	[-4]	[-781]
		TOTAL CONTROL CENTER	▨	▨	▨											

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

WATER AND SEWER UTILITY ADMINISTRATION (70)

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Bureau of Sludge Management														
7075		SLUDGE MANAGEMENT														
		Base Reductions														
	5.7	Reduction for nonrecurring equipment purchases	70	...	32	...	-5								...	-5
	10.0	Reduction for decreased woodchip usage	20	...	2.489	...	-1,235								...	-1,235
		Redirections														
	14.2	Redirection-in from Solids Processing (7072) for														
		scale operations staff														
		a. Four RW-07 Scale Operators	11	...	...			+4	+72						+4	+72
		b. Additional Gross Pay	13	...	...			...	+11						...	+11
		c. Fringe Benefits	14	...	...			...	+10						...	+10
		Increases														
	15.18	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+15	...	+15
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+2	...	+2
	16.7	Increase for within grades														
		a. Regular Pay	11	...	...								...	+8	...	+8
		b. Additional Gross Pay	13	...	...								...	+1	...	+1
		c. Fringe Benefits	14	...	...								...	+1	...	+1
	17.11	Increase for annualization of positions														
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11	...	...								...	+57	...	+57
		b. Additional Gross Pay	13	...	...								...	+2	...	+2
		c. Fringe Benefits	14	...	...								...	+8	...	+8
	43.0	Increase for sludge management operations														
		a. One RW-07 Scale Operator	11	...	...							9	+1	+17	+1	+17
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+2	...	+2
		d. Office supplies and uniforms	20	...	...								...	+2	...	+2
		e. Equipment repair	40	...	...								...	+1	...	+1
		f. Travel	40	...	...								...	+11	...	+11
	44.0	Increase for sludge disposal operations	40	...	21,173								...	+4,596	...	+4,596
		Subtotal Responsibility Center 7075				[...]	[-1,240]	[+4]	[+93]				[+1]	[+4,727]	[+5]	[+3,580]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: (Name & Code) DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: (Name & Code) WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Means of Funding	CFT Pos	Amount	CFT Pos	Amount
	-	Bureau of Maintenance Services														
7081		ELECTRICAL MAINTENANCE														
		Base Reductions														
	5.8	Reduction for nonrecurring equipment purchases	70	...	529	...	-191								...	-191
	11.1	Reduction for nonrecurring consent decree requirements														
		a. Supplies	20	...	1,500	...	-1,500								...	-1,500
		b. Other Services and Charges	40	...	175	...	-175								...	-175
		Increases														
	15.19	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+125	...	+125
		b. Additional Gross Pay	13	...	...								...	+10	...	+10
		c. Fringe Benefits	14	...	...								...	+16	...	+16
	16.8	Increase for within grades														
		a. Regular Pay	11	...	...								...	+18	...	+18
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	17.12	Increase for annualization														
		a. Regular Pay	11	...	...								...	+174	...	+174
		b. Fringe Benefits	14	...	...								...	+22	...	+22
	45.1	Increase for Preventive Maintenance Program														
		a. One DS-11 Equipment Specialist (TFT)	12	...	...								...	...	...	...
		b. One DS-04 Clerk Typist (TFT)	12	...	...								...	...	...	...
		TOTAL CONTROL CENTER														

OBII/85.3 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1988 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible]	CFT Pos	Amount	CFT Pos	Amount
		c. One SW-10 Industrial Instrument Repairer														
		Assistant Foreman (TFT)	12	...	...								...	...	...	...
		d. Twelve RW-11 Electrical Equipment Repairers														
		(TFT)	12	...	...								...	...	...	...
		e. Seven RW-11 Industrial Instrument Repairers														
		(TFT)	12	...	...								...	...	...	...
		f. Five RW-11 High Voltage Mechanics (TFT)	12	...	...								...	...	...	...
		g. Two RW-11 Digital Equipment Repairers (TFT)	12	...	...								...	...	...	...
		h. Three RW-07 Vehicle Drivers (TFT)	12	...	...								...	...	...	...
		i. Switchgear and Motor Control Center Parts	20	...	...								...	+298	...	+298
		j. Calibration and mobile equipment	70	...	...								...	+381	...	+381
	46.1	Increase for technical information center and														
		work coordination center														
		a. One DS-07 Technical Librarian (TFT)	12	...	...								...	...	...	...
		b. Three DS-11 Work/Planner/Estimator/In-														
		spectors (TFT)	12	...	...								...	...	...	...
		c. Office supplies	20	...	...								...	+11	...	+11
		d. Contract for computer software and pro-														
		gramming	40	...	...								...	+40	...	+40
	47.0	Increase for replacement of solids bearing fluid														
		meters	40	...	...								...	+250	...	+250
	48.1	Increase for Improved Maintenance Program														
		a. One SW-11 Industrial Repairer Foreman (TFT)	12	...	...								...	...	...	...
		TOTAL CONTROL CENTER	▨	▨	▨											

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986–FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	[illegible]	CFT Pos	Amount	CFT Pos	Amount
		b. Four RW-11 Industrial Instrument Repairers (TFT)	12	...	...								...	...	...	...
		c. Contractual services for electrical installation work	40	...	...								...	+300	...	+300
		d. Mobile equipment	70	...	...								...	+29	...	+29
	49.0	Increase for disposal and replacement of transformers	40	...	750								...	+2,750	...	+2,750
	50.1	Increase for Plant Maintenance	20	...	...								...	+200	...	+200
		Subtotal Responsibility Center 7081				[...]	[-1,856]						[...]	[+4,627]	[...]	[+2,761]
7082		MECHANICAL MAINTENANCE														
		Base Reductions														
	5.9	Reduction for nonrecurring equipment purchases	70	...	555	...	-173								...	-173
	11.2	Reduction for nonrecurring consent decree requirements														
		a. Supplies	20	...	1,500	...	-1,500								...	-1,500
		b. Other services and charges	40	...	302	...	-302								...	-302
		Increases														
	15.20	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+166	...	+166
		b. Additional Gross Pay	13	...	...								...	+17	...	+17
		c. Fringe Benefits	14	...	...								...	+21	...	+21
		TOTAL CONTROL CENTER														

OBF11/80.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)
CONTROL CENTER: Name & Code WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	16.9	Increase for within grades														
		a. Regular Pay	11	...	...								...	+23	...	+23
		b. Fringe Benefits	14	...	...								...	+3	...	+3
	17.13	Increase for annualization														
		a. Regular Pay	11	...	...								...	+160	...	+160
		b. Fringe Benefits	14	...	...								...	+19	...	+19
	45.2	Increase for Preventive Maintenance Program														
		a. One DS-04 Clerk-Typist (TFT)	12	...	...								...	...	...	...
		b. Two SW-12 Industrial Equipment Foremen (TFT)	12	...	...								...	...	...	...
		c. One SW-11 Mechanical Foreman (TFT)	12	...	...								...	...	...	...
		d. One LW-09 Painter Leader (TFT)	12	...	...								...	...	...	...
		e. Two RW-11 Machinists (TFT)	12	...	...								...	...	...	...
		f. Two RW-10 HVAC Mechanics (TFT)	12	...	...								...	...	...	...
		g. Three RW-09 Painters (TFT)	12	...	...								...	...	...	...
		h. Twelve RW-09 Industrial Equipment Mechanics											...	...	...	...
		(TFT)	12	...	...								...	...	...	...
		i. Two RW-08 HVAC Mechanic Helpers (TFT)	12	...	...								...	...	...	...
		j. Two RW-08 Pipefitter Helpers (TFT)	12	...	...								...	...	...	...
		k. Four RW-07 Vehicle Drivers (TFT)	12	...	...								...	...	...	...
		l. Mobile Equipment	70	...	...								...	+50	...	+50
	46.2	Increase for technical information center and														
		work coordination center														
		a. Three DS-11 Work/Planner/Estimator/														
		Inspectors (TFT)	12	...	...								...	...	...	...
		TOTAL CONTROL CENTER		▨	▨											

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)
AGENCY: DEPARTMENT OF PUBLIC WORKS (WA)
CONTROL CENTER: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Reductions In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	Source of Funds	FTE Pos	Amount	FTE Pos	Amount
		b. One DS-04 Clerk-Typist (TFT)	12	...	...								...	...	...	...
		c. Office supplies	20	...	...								...	+11	...	+11
		d. Contract for computer software and pro-														
		gramming	40	...	...								...	+40	...	+40
	45.2	Increase for Improved Maintenance Program														
		a. One SW-09 HVAC Assistant Foreman (TFT)	12	...	...								...	...	...	...
		b. One SW-09 Pipefitter Assistant Foreman (TFT)	12	...	...								...	...	...	...
		c. One SW-08 Painter Assistant Foreman (TFT)	12	...	...								...	...	...	...
		d. Two LW-09 Painter Leaders (TFT)	12	...	...								...	...	...	...
		e. Two RW-10 Pipefitters (TFT)	12	...	...								...	...	...	...
		f. Two RW-10 HVAC Mechanics (TFT)	12	...	...								...	...	...	...
		g. Six RW-09 Painters (TFT)	12	...	...								...	...	...	...
		h. Mobile Equipment	70	...	...								...	+95	...	+95
	90.2	Increase for Plant Maintenance	20	...	...								...	+200	...	+200
		Subtotal Responsibility Center 7082				[...]	[-1,075]						[...]	[+805]	[...]	[-1,170]
		TOTAL CONTROL CENTER														

DMR1/85.1 *See Schedule 8a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

CONTROL CENTER: Name & Code: WATER AND SEWER UTILITY ADMINISTRATION (70)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7091		DEBT SERVICE														
		Increases														
	51.0	Increase for repayment of loans and interest	80	...	31,065								...	+1,769	...	+1,769
		Subtotal Responsibility Center 7091											[...]	[+1,769]	[...]	[+1,769]
		TOTAL CONTROL CENTER				...	-7,056	...	...				+15	+19,620	+15	+12,564

[illegible] *See Schedule No.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST
$ THOUSANDS

AGENCY SUMMARY 1 CAP

FUND: ENTERPRISE (350)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	6	54,250
Public Facilities	...	...
Institutions	...	...
Site Acquisition	...	...
Major Equipment	...	...
TOTAL	6	54,250

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	4	8,770
Enhance Services	1	7,050
Expand Services	1	38,430
Comply with Statute or Court Order	...	...
Stimulate Economic Development	...	...
Other	...	...
TOTAL	6	54,250

AGENCY OVERVIEW

The Department of Public Works is requesting $54,250,000 in FY 1987 capital authority for projects to be financed from the Water and Sewer Enterprise Fund. All projects address water and sewer infrastructure needs that have been assigned high priority. The department's Water and Sewer Utility Administration is responsible for operating, constructing, and maintaining the District's water distribution, sewage collection, and sewage treatment systems. The Utility's capital program includes continuing projects to rehabilitate or replace aging and undersized water mains and sewers, and to build extensions and links in these systems. These projects are important not only for their essential role in public health and sanitation, but also to allow new development to occur.

Projects requested in FY 1987 to improve the water distribution system include constructing trunk and secondary water mains ($4,300,000), replacing and extending water mains ($2,500,000), providing standby power facilities for the Fort Reno Pumping Station ($1,050,000), and replacing essential control instruments at several pumping stations ($770,000). These projects are necessary to provide an adequate water supply for fire protection purposes and to meet requirements for potable water in hume and industry.

Sanitary sewage collection system projects requested in FY 1987 include replacing and extending sanitary sewers and sewer laterals ($4,000,000), rehabilitating the Main Sewage Pumping Station ($1,500,000), and relocating combined sewer lines in the Georgetown Sewer District ($1,700,000). Both the sewer and water projects are recommended based on needs assessments conducted by the Utility; departmental records on the age of the systems and on past repairs contribute to these assessments.

A major project requested in FY 1987 is expanding the Blue Plains Wastewater Treatment Plant to provide adequate capacity for the region's needs to the year 2010. This project implements recommendations proposed in the Blue Plains Feasibility Study completed in 1984. The total cost of this project is estimated at $90,000,000 of which the District's share is $38,430,000 or 42.7 percent. Because of the regional nature of the plant, the improvement costs will be shared with the user jurisdictions based upon treatment capacity allocations stipulated in the Blue Plains Intermunicipal Agreement of 1985. The District's share of the water quality improvements will be supported by a 75 percent construction grant from the U.S. Environmental Protection Agency (EPA).

Enterprise fund projects are currently financed by general obligation bonds issued by the District; however, the debt service for these projects is paid from revenue generated from user fees for water and sewer services.

OB 6/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS **2** CAP

FUND: ENTERPRISE (350)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Georgetown West Relief Sewer Georgetown, west of Wisconsin Avenue	175	2	1995	Site		...		...	...
				Design		1,700		...	1,700
				Project Management		...		1,300	1,300
				Construction		...		17,565	17,565
				Equipment		...		...	...
				TOTAL		1,700		18,865	20,565
Rehabilitation of Main Sewage Pumping Station First and O Streets, S.E.	576	2	1988	Site		...			...
				Design		180			180
				Project Management		120			120
				Construction		1,200			1,200
				Equipment		...			...
				TOTAL		1,500			1,500
Blue Plains Water Quality Improvements 5000 Overlook Avenue, S.W.	577	8	1991	Site	...	...	...		...
				Design	4,300	3,200	201		3,401
				Project Management	3,440	2,560	101		2,661
				Construction	43,830	32,670	2,008		34,678
				Equipment	...	...	...		...
				TOTAL	51,570	38,430	2,310		40,740
Replacement and Extension of Sanitary Sewers District-wide	579	DW	1989	Site		...		...	...
				Design		400		2,750	3,150
				Project Management		320		2,200	2,520
				Construction		3,280		22,550	25,830
				Equipment		...		...	...
				TOTAL		4,000		27,500	31,500

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Standby Power Facilities (Ft. Reno) Fort Drive & Chesapeake Street, N.W.	860	3	1989	Site		...			...
				Design		90			90
				Project Management		60			60
				Construction		900			900
				Equipment		...			...
				TOTAL		1,050			1,050
New Instrumentation: Anacostia & Bryant Street Pumping Stations 1001 Minnesota Avenue, N.E. and 300 Bryant Street, N.W.	867	1, 7	1989	Site		...			...
				Design		70			70
				Project Management		40			40
				Construction		660			660
				Equipment		...			...
				TOTAL	—	770			770
Replacement and Extension of Watermains District-wide	873	DW	1988	Site		...		...	...
				Design		250		1,495	1,745
				Project Management		200		1,205	1,405
				Construction		2,050		12,250	14,300
				Equipment		...		...	...
				TOTAL		2,500		14,950	17,450
Trunk and Secondary Watermains Various Locations	803	8	1991	Site		...	...	...	...
				Design		300	343	1,145	1,788
				Project Management		300	326	895	1,521
				Construction		3,700	4,972	14,250	22,922
				Equipment		...	...	...	...
				TOTAL		4,300	5,641	16,290	26,231

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: ENTERPRISE (350)
Name & Code

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)
Name & Code

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site	...	...	...	...	...
				Design	4,300	6,190	544	5,390	12,124
				Project Management	3,440	3,600	427	5,600	9,627
				Construction	43,830	44,460	6,980	66,615	118,055
				Equipment	...	...	...	...	...
Agency Total:				TOTAL	51,570	54,250	7,951	77,605	139,806

*Includes revenue from user jurisdictions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Georgetown West Relief Sewer	Project Number: 175	Ward(s): 2	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location: Georgetown, west of Wisconsin Avenue	Estimated Completion Date: 1995	Number of Square Feet: NA	Useful Life (Years): 99

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	1,700				...		1,700		1,700
Project Management	...				1,300		1,300		1,300
Construction	...				17,565		17,565		17,565
Equipment	...				...		...		...
TOTAL AUTHORITY	1,700				18,865		20,565		20,565

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		219		219
FY 1988		658		658
FY 1989		656		656
FY 1990		167		167
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,700		1,700

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☒	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Georgetown West Relief Sewer	175	Georgetown, west of Wisconsin Avenue

PROJECT JUSTIFICATION

The Department of Public Works is requesting $1,700,000 in FY 1987 authority to relocate relief sewer lines in the Georgetown Sewer District. The Georgetown Sewer District is bounded by 31st, 37th, R, and Water Streets, N.W., and is served by a combined sewer that is more than 100 years old. The main trunk sewer was built within a creek. After the sewer was built, the creek was filled to permit development in a conventional 19th century grid pattern. As a result, the original sewer meanders beneath private residential and commercial properties. As would be expected with its age, the sewer has deteriorated and is considered unsafe and unreliable. Two structural failures have occurred within the Georgetown Sewer District. Although these occurred within public space, there is the possibility that the sewer could collapse beneath a residence. Injury, loss of life, and property damage are the risks of failing to relocate the sewer.

This project is intended to eliminate such hazards by relocating the sewer lines to the street and stabilizing the abandoned lines, possibly by filling with sand or fly ash. There is no feasible alternative to this proposed solution.

This project is divided into three segments. The authority requested for FY 1987 is for the design of the three segments. Construction authority will be requested in FY 1988. The total estimated cost of this project is $20,565,000.

OPERATING BUDGET IMPACT

Implementation of this project will not change the department's operating budget.

IMPACT ON THE COMMUNITY

The design of this project will incorporate steps to limit disruption to the community during construction; for example, when possible, tunnelling will be employed rather than excavation. In some sections, however, street excavations will be unavoidable. No displacement of residential or business occupants is expected.

The project is consistent with the public facilities element of the comprehensive plan, which calls for ensuring adequate public services through appropriate construction and rehabilitation of facilities.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia.

SCOPE OF WORK

The three segments of this project will be designed in FY 1987. The segments are as follows:

- Segment I. Water Street north on Potomac Avenue to O Street then east to Wisconsin Avenue.
- Segment II. M Street, from 33rd to 35th Streets; north on 35th to O Street; then west to 36th Street.
- Segment III. 33rd Street between Reservoir Road and O Street with extensions on O, P, and Q Streets and Volta Place.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Rehabilitation of Main Sewage Pumping Station	Project Number 576	Ward(s) 2	Project is: ☐ New Construction ☒ Renovation ☐ Repairs	
Project Location First and O Streets, S.E.	Estimated Completion Date 1988	Number of Square Feet NA	Useful Life (Years) 20	

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	180						180		180
Project Management	120						120		120
Construction	1,200						1,200		1,200
Equipment	...						...		...
TOTAL AUTHORITY	1,500						1,500		1,500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987				
FY 1988		1,320		1,320
FY 1989		180		180
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,500		1,500

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:__________
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: ENTERPRISE (350)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Rehabilitate Main Sewage Pumping Station	576	First and O Streets, S.E.

PROJECT JUSTIFICATION

The Department of Public Works is requesting $1,500,000 to initiate a systematic rehabilitation program for the Main Sewage Pumping Station. The station was constructed in 1905, in response to the recommendations of an engineering board assembled by President Benjamin Harrison in 1889.

Initially the pumping station discharged sewage directly to the Anacostia River. When sewage treatment was instituted, force mains were constructed, linking the pumping station to the treatment facility at Blue Plains.

The station operates continuously to pump sanitary and combined sewage to the treatment plant. If the station does not operate properly, it bypasses raw sewage to the Anacostia River, adversely affecting water quality. To meet the requirement of continual, safe operation, all equipment and structural components must be in satisfactory condition. In addition, the station must provide a safe working environment for the staff.

Two of the major problems at the pumping station are:

1. Deterioration in the stormwater chamber. The stormwater chamber receives both sanitary and storm flows. Sewage gases combine with the heavy moisture in the chamber's atmosphere to produce sulfuric acid. The acid vapor has corroded the steel I-beams supporting the roof of the chamber, which is located beneath one of the access roads. Use of the roadway exacerbates the weakened condition of the chamber roof, making prompt reconstruction essential.
2. Cracks in the seawall along the Anacostia River. River water enters the station through two large structural cracks in the seawall. The water flows into these cracks along the lower wall, weakening the foundation and occasionally flooding the lower floor. Continued inflow will eventually undermine the station, causing settlement or even collapse of the structure.

OPERATING BUDGET IMPACT

The project should have a beneficial impact on the operating budget by eliminating maintenance and repair needs.

IMPACT ON THE COMMUNITY

This project will assure continued operation necessary to prevent sewage contamination of the Anacostia River. The project is consistent with the comprehensive plan's policies concerning the provision of adequate public facilities and the improvement of water quality in the rivers. This project will not displace any residences or businesses.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The project will include the investigation, design and construction necessary to correct problems in the pumping station. The work will include:

-- Making structural corrections to the stormwater chamber;

-- Repairing the roof in Screen Room #4;

-- Repairing the seawall; and

-- Improving the employee locker room and toilet facilities.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Blue Plains Water Quality Improvements	Project Number: 577	Ward(s): 8	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location: 5000 Overlook Avenue, S.W.	Estimated Completion Date: 1991	Number of Square Feet: NA	Useful Life (Years): 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s) *	Prior District Authority	Prior Federal Grant(s) *	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants *	Estimated Total Authority (District + Federal)
Site	...	...	...	...			...	...	...
Design	3,200	4,300	201	1,809			3,401	6,109	9,510
Project Management	2,560	3,440	101	909			2,661	4,349	7,010
Construction	32,670	43,830	2,008	18,072			34,678	61,902	96,580
Equipment	...	...	...	...			...	...	...
TOTAL AUTHORITY	38,430	51,570	2,310	20,790			40,740	72,360	113,100

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants *	Total
FY 1987		8,144	8.144	16,288
FY 1988		25,000	18,196	43,196
FY 1989		2,000	15,746	17 746
FY 1990		2,000	9,484	11,484
FY 1991		1,286	...	1,286
FY 1992		...	...	...
FY 1993		...	...	...
FY 1994		...	...	...
FY 1995		...	...	...
TOTAL		38,430	51,570	90,000

Supplementary Project Information

If grant funded, name the grantor:

Environmental Protection Agency: Clean Water Act Construction Grants Program; other revenue from the Blue Plains user jurisdictions.

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☐	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☒	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number:
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

* Includes revenue from user jurisdictions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: CAPITAL (300)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: Blue Plains Water Quality Improvements

Project Number: 577

Project Location: 5000 Overlook Avenue, S.W.

PROJECT JUSTIFICATION

The Department of Public Works is requesting $38,430,000 in new authority for construction at the Blue Plains Wastewater Treatment Plant. The FY 1986 authorization for this project was $2,310,000 for improvements to influent pumps, secondary treatment and effluent aeration facilities. Total cost of the plant expansion is expected to be $113,100,000; the U.S. Environmental Protection Agency (EPA) and the Blue Plains user jurisdictions will also contribute to this project effort.

The Blue Plains Wastewater Treatment Plant has operated with a National Pollution Discharge Elimination System (NPDES) permit since 1974. The federal government requires such a permit from any entity (municipal, industrial) discharging into public waters. Among other requirements, the District's 1979 NPDES permit stipulated the preparation of a feasibility study to ascertain the best methods to meet regional treatment needs while operating within the parameters of the permit. The feasibility study was financed with authority from Blue Plains Wastewater Treatment Plant (504) and was completed in 1984. This project will implement the activities recommended by the study that were not included in the Blue Plains Wastewater Treatment Plant project.

An intermunicipal agreement (IMA), has been negotiated between the District and the Blue Plains user jurisdictions; it was signed on September 5, 1985. The IMA calls for the expansion of the Blue Plains Wastewater Treatment Plant from 309 million gallons per day (mgd) to 370 mgd to meet the region's needs until the year 2010.

As a result, the wastewater treatment capacity allocated to the District will increase from the current 135 mgd to 158 mgd. Of this capacity, 148 mgd are allocated to meet the District's immediate needs, and 10 mgd are reserved for future needs and allocations. The total cost of this project will be shared by the District and the user jurisdictions on a flow allocation basis. The District will be responsible for 158/370 or 42.7 percent of the cost of the project; however, 75 percent of this cost will be covered by construction grants from EPA.

Water quality improvements projects are those necessary for meeting water quality standards in the 309 mgd advanced wastewater treatment plant at Blue Plains. Now that an agreement has been reached, these improvements will be designed and constructed for 370 mgd capacity. In this instance, "water quality" defines the standards applied to the liquid (effluent) discharged from the plant following completion of the treatment process. Other activities included in this project are those necessary to meet regional needs by expanding Blue Plains to 370 mgd capacity.

The authority requested in FY 1986 and FY 1987 is expected to be the District's total share of the cost of Project 577. The construction grants from EPA, however, have not yet been approved.

OPERATING BUDGET IMPACT

Maintenance and operating costs of the Blue Plains Wastewater Treatment Plant are allocated among the District and the user jurisdictions according to the wastewater flows delivered to the Plant. Initially, on completion of the project, there will be a minimal increase in maintenance and operating costs. In time, as the District's wastewater flows increase (due to new development and growth), so will its share of the operating costs. This additional operating cost will be offset by the increase in revenues from user fees generated by their increase in usage.

IMPACT ON THE COMMUNITY

This project is consistent with the Environmental Protection and Water Quality Improvement goals and objectives of the comprehensive plan (Sec. 404). It relates directly to the plan's policy of providing adequate treatment of sewage through continuing efforts and substantial capital investments needed to ensure an adequate level of sewage treatment and to provide sufficient treatment capacity to serve future development needs and consumption patterns. No businesses or residences will be displaced by this project.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by general obligation bonds issued by the District, EPA grants, and other revenues from user jurisdictions in the Blue Plains Service Area.

Because the Blue Plains Wastewater Treatment Plant is structured to operate on an enterprise fund basis, all revenues generated from user fees and charges are applied toward the operation of the facility and debt service for capital borrowing.

SCOPE OF WORK

FY 1987 authority will be used for design and construction of additional secondary blowers, sedimentation basins and multi-media filters and for improvements to the nitrification and sludge systems.

OB 5/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: ENTERPRISE (350)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Replacement and Extension of Water Mains	Project Number 873	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location District-Wide	Estimated Completion Date 1988	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority:

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	250				1,495		1,745		1,745
Project Management	200				1,205		1,405		1,405
Construction	2,050				12,250		14,300		14,300
Equipment	...				...		...		...
TOTAL AUTHORITY	2,500				14,950		17,450		17,450

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		... ...
FY 1988		1,530		1,530
FY 1989		970		970
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,500		2,500

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
Infrastructure ☒
Public Facilities ☐
Institutions ☐
Land Acquisition ☐
Major Equipment ☐

Objective of project is to:
Restore Service ☒
Expand Service ☐
Enhance Service ☐
Comply with Court Order or Statute ☐
Stimulate Economic Development ☐
Other ☐

Land Ownership:
Private ☐
Federal ☐
District ☒
Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
Yes ☐
No ☒
Number: ____________
See CAP 4 for further information

CFB 5/85

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name	Project Number	Project Location
Replacement and Extension of Sanitary Sewers	579	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $4,000,000 to replace or extend sanitary sewers. This project promotes new development and provides new and increased commercial and residential tax bases for the District. This project combines two activities previously conducted as separate projects. The combined projects are Sewer Service Extensions (501), and Replacement of Sanitary Sewers (505). Combining these two projects will result in better coordination of the work effort since in recent years, both types of work have been occurring at the same site.

In the early 1800s, sewers and culverts were built to convey all types of wastewater (stormwater, groundwater, and animal wastes) from the District's streets. These drainage facilities were constructed to meet localized needs and were gradually linked together to form a rudimentary system. Homes and businesses relied on privies or cesspools to dispose human wastes. In the mid-1800s, spring or well water was piped into those structures with interior plumbing, requiring a complementary means of disposing the sanitary sewage produced. Initially, this sewage was channeled into the primitive sewers and culverts, resulting in a combined sewage system (combining sanitary and storm flows).

This type of system continued to serve the District into the late 1800s. At that time there was considerable debate among sanitary engineers as to the desirability of a combined sewage system. There was agreement, however, that the cost of converting the existing system to a separated system (one having separate lines to carry sanitary and stormwater flows) would be prohibitive. The Board of Public Works compromised: it recommended that the combined system be retained, but that extensions to serve new areas be built as a separate system.

The sewer service extension portion of the proposed project provides for the construction of sewer service in new and existing streets that lack complete sewer service. Miscellaneous system adjustments and betterments are also provided.

In addition, the project will provide replacement work precipitated by the failure or malfunctioning of existing sanitary sewers. Elements of this project are critical to continuing to provide the District with an adequate wastewater collection and treatment system.

Also, this project includes replacement of building sewers (laterals), which is a departmental responsibility established by D.C. Law 1-98, "Water and Sewer Repair and Compensation Act of 1976."

OPERATING BUDGET IMPACT

On a site-specific basis, maintenance and operating costs will be reduced as these malfunctioning sewers and laterals are replaced. No new revenues will be generated as a result of this project.

IMPACT ON THE COMMUNITY

As a result of the personnel and machinery necessary for construction, a temporary and minimal disruption will occur to the environment and community in those areas where replacement occurs. Replacement of defective sanitary sewers is consistent with the comprehensive plan goals and objectives of improving water quality and providing essential public services.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The scope of work for FY 1987 under this project will encompass all engineering and construction phases necessary to complete the scheduled work. This project will include, but not be limited to:

- -- Designing facilities;
- -- Constructing sanitary sewers (including trench excavation, pipe installation, backfilling, manholes and appurtenant work);
- -- Replacing building sewers (laterals); and
- -- Replacing sanitary sewers at various locations.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Trunk and Secondary Watermains	Project Number 803	Ward(s) 8	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Various Locations	Estimated Completion Date 1991	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...		...		...		...
Design	300		343		1,145		1,788		1,788
Project Management	300		326		895		1,521		1,521
Construction	3,700		4,972		14,250		22,922		22,922
Equipment	...		...		...		...		...
TOTAL AUTHORITY	4,300		5,641		16,290		26,231		26,231

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		566		566
FY 1989		1,966		1,966
FY 1990		1,505		1,505
FY 1991		263		263
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		4,300		4,300

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: __________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code: ENTERPRISE (350)		AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)
Project Name: Trunk and Secondary Water Mains	Project Number: 803	Project Location: Various Locations

PROJECT JUSTIFICATION

The Department of Public Works is requesting $4,300,000 in FY 1987 for the construction of secondary and trunk water mains to provide adequate water service consistent with current and projected demand and to reinforce weak points in the water distribution system. When possible, these water main improvements are coordinated with street reconstruction and paving work to avoid unnecessary pavement cutting and patching.

The initial recommendations for this project were included in House Document No. 480, 79th Congress, 2nd Session, August 15, 1945 "Report on a Plan to Provide an Adequate Future Water Supply for the District of Columbia and Metropolitan Area." This report, prepared by the United States Army Corps of Engineers, lists major deficiencies and shortcomings of the District's water supply and distribution system and recommends improvements to adequately fulfill the District's potable water and fire safety needs through the year 2000. A 1968 report by the construction engineering firm of Hazen and Sawyer, "Report on Water Supply for the District of Columbia and Adjacent Areas to Year 2010," is a comprehensive study of the water supply needs and systems of the District and updates House Document No. 480. Population and water-consumption estimates for the District and other areas presently served were projected to the year 2010. The adequacy of existing supply, treatment, and distribution facilities was evaluated, and future expansion and improvements were recommended, along with specific sizes, lengths, and locations of weak points needing reinforcement.

Since the 1968 Hazen and Sawyer report, more than 65,200 linear feet (12.3 miles) of water mains have been constructed. It is estimated, based on this construction schedule and recommendations in the aforementioned reports, that this effort should be complete by 1992. Approximately 49,340 linear feet (9.3 miles) remain to be completed.

The construction of these water mains will help to provide and maintain adequate water pressure (about 50 pounds per square inch) for drinking water supply and fire protection.

OPERATING BUDGET IMPACT

There will be no increase in operating or maintenance costs as a result of this project. No new revenues will be generated.

IMPACT ON THE COMMUNITY

The project is a District-wide endeavor. The community will benefit by having a more reliable water distribution system for potable water and fire safety. This project enables the District to meet the National Board of Fire Underwriters' criterion regarding fire flow in public water systems. The rationale behind this criterion is that a distribution system should be capable of delivering water for fire fighting purposes at required levels on the day of maximum water use in any given year without undue lowering of pressure. The project will ensure that the District will have adequate pressure in all wards for potable water and fire protection. Construction of trunk and secondary water mains supports the comprehensive plan goals and objectives regarding adequate public facilities and services and expansion of essential facilities to serve new development.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The scope of work for FY 1987 under this project will encompass all engineering and construction phases necessary to complete the scheduled work. This will include:

- Designing facilities; and
- Constructing water mains, including trench excavation, backfilling, manholes, and appurtenant work.

The specific locations for the construction of 12,500 linear feet of 12-inch water mains for FY 1987 are:

- Alabama Avenue, S.E., between Stanton Road and Ninth Street;
- Ninth Street, S.E., between Alabama Avenue and Portland Street;
- Portland Street, S.E., between Ninth Street and Martin Luther King Avenue; and
- Martin Luther King Avenue, S.E., between Portland and Brandywine Streets.

BUDGET REQUEST, DEPARTMENT OF PUBLIC WORKS

Mr. DIXON. Next, we have the Department of Public Works.

And we have with us Mr. John E. Touchstone, the Director. As I understand it, Mr. Touchstone, the Department has three operating funds: The General Fund, the Motor Vehicle Maintenance Fund, and the Water and Sewer Fund. And of these three funds, two, the General Fund and the Water and Sewer Fund, receive appropriations. For the General Fund, you are requesting $102,012,000, and 1,901 positions, a net increase of $8,861,000 and six positions above the fiscal year 1986 appropriation level.

For the Water and Sewer Fund, you are requesting $160,647,000 and 1,288 positions, a net increase of $12,564,000 and 15 positions above the fiscal year 1986 appropriation level.

Mr. Touchstone, the grand total for both of these funds is $262,659,000 and 3,189 positions for fiscal year 1987, a net increase of $21,425,000 and 21 authorized positions above the fiscal year 1986 appropriation level. That is the total for the two funds. Mr. Touchstone if you have a prepared statement we would be pleased to receive it for the record, and if you would like to highlight your request, now is the appropriate time.

OPENING STATEMENT OF DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Mr. TOUCHSTONE. We have requested an additional $1,495,000 to provide street and sidewalk cleaning throughout the City, but primarily in the central core of the City. Of this amount, $400,000 is for support of our proposed citizens' neighborhood improvement effort.

$184,000 is for mechanical street cleaning, and $911,000 is for individual street sweepers to handle those densely populated areas in the City with heavy on-street parking. An increase of $1,916,000 will provide improved tree maintenance in the areas of trimming, removal and replacement. This will give us two additional in-house crews to respond to citizen requests and accident or storm situations.

We will have also $1,159,000 for contractual trimming of our large trees, that requires specialized knowledge and equipment because of their complexity, and $421,000 to help us eliminate the backlog we have for removing the number of dead trees in the City.

An increase of $848,000 for sidewalk maintenance, is in addition to the $848,000 we received last year to help eliminate the $3 million backlog in sidewalk repair complaints we currently face.

Other increases for public services include $277,000 to extend the prisoner work release program for six months, $272,000 for bridge maintenance, and $240,000 for 21 temporary positions for our motor vehicle-related services.

RESIDENTIAL PARKING AND REVENUES

We have requested $535,000 to enhance the residential parking permit program. This will further discourage parking in residential areas, as well as provide a revenue increase of approximately $1.6 million in fiscal year 1987, and $2.2 million each year thereafter.

Mr. DIXON. You are the first person that talks about revenue as it relates to parking tickets.

Mr. TOUCHSTONE. As it relates to parking regulations.

Mr. DIXON. See, I have always maintained that they are revenue-producing rather than regulatory in nature here in the District. The idea is not to regulate parking, but to produce revenue. As I understood your statement there, you said revenue-producing.

Mr. TOUCHSTONE. Yes, they produce revenue by regulating parking, that is correct.

Mr. DIXON. I didn't mean to stop you there. Go right ahead.

BUDGET REQUEST FOR WATER AND SEWER FUND

Mr. TOUCHSTONE. For the Water and Sewer Utility Administration, we are requesting additional funding necessary to meet the National Pollutant Discharge Elimination Standards in terms of the consent decree entered into by the EPA and the District.

It requires expansion of the plants' preventive maintenance program in FY 1987 and established a Technical Information Center and Work Coordination Center. On September 5th, a Blue Plains and Intermunicipal Agreement (IMD) was signed by the Blue Plains users outlining the future expansion of the plant, as well as sludge disposal through the year 2010.

It instituted changes in accounting procedures which require the District to pay all facility operating costs prior to reimbursement from user jurisdictions. Mr. Chairman, I brought you a copy of that intermunicipal agreement, because it is a very important document.

We are speeding up our current program of relocating residential water meters from inside to outside and establishing a water bill special investigation and appeal unit to resolve any difficult water bill complaints.

IMPLEMENTATION OF WATER BILLING SYSTEM

Mr. DIXON. What about the implementation of your new water billing system?

Mr. TOUCHSTONE. Mr. Wallace White can speak about the specifics of that, but we are implementing it very quickly.

Mr. WHITE. At the present time, we are enhancing the existing system. We were able to determine through a review done by Arthur Young and Company, that there were certain enhancements to our existing system we could implement to make it more effective.

We are continuing with the assessment of the existing system, and we will be moving very shortly to the implementation of the new system.

PREPARED STATEMENT OF DIRECTOR, DEPARTMENT OF PUBLIC WORKS

[The statement of Mr. Touchstone follows:]

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Standby Power Facilities (Ft. Reno)	Project Number 860	Ward(s) 3	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location Fort Drive & Chesapeake Street, N.W.	Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 30

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	90						90		90
Project Management	60						60		60
Construction	900						900		900
Equipment	...						...		...
TOTAL AUTHORITY	1,050						1,050		1,050

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		953		953
FY 1989		97		97
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		1,050		1,050

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number:__________

See CAP 4 for further information

OB 1/85

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code	ENTERPRISE (350)	AGENCY: Name & Code	DEPARTMENT OF PUBLIC WORKS (LA)
Project Name	Standby Power Facilities: Fort Reno Pumping Station	Project Number	860
Project Location	Fort Drive and Chesapeake Street, N.W.		

PROJECT JUSTIFICATION

The Department of Public Works is requesting $1,050,000 in new authority to provide electric power reliability for the Fort Reno Water Pumping Station. Fort Reno is the sole source of water for the highest elevations in the District (420 feet above sea level and higher). When the station was constructed in the 1970s, prevailing budget limitations made it necessary to omit standby power generation equipment and an overhead crane for pump maintenance.

The requested generator will provide electric power to drive one pump and furnish electricity for the control system and station during a power outage. The reservoir at Fort Reno has 240,000 gallons of storage capacity. At the average water consumption rate in the service area of 2,800 gallons per minute, the water in storage would provide service for only 86 minutes without additional pumping. An outage of nearly this duration did occur several years ago, and the reservoir was almost empty by the time electric power was restored. The standby generator, standard equipment at such a facility, is needed to assure essential service. Purchase and installation of an overhead crane, necessary for lifting pumps for maintenance, is also included in this request.

OPERATING BUDGET IMPACT

The project is not expected to have an impact on the operating budget.

IMPACT ON THE COMMUNITY

The project supports the comprehensive plan objective of assuring adequate public facilities and services. No businesses or households will be displaced as a result of this project.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The scope of work for this project includes:

- -- Constructing a reinforced concrete pad to support the engine generator;
- -- Purchasing and installing a 500 KW diesel engine electric generator with electrical controls;
- -- Constructing a weather- and sound-proof structure for the generator; and
- -- Purchasing and installing an overhead crane to improve pump, piping and valve maintenance.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name New Instrumentation: Anacostia & Bryant Street Pumping Stations	Project Number 867	Ward(s) 1, 7	Project is: ☐ New Construction ☒ Renovation ☐ Repairs	
Project Location 300 Bryant Street, N.W. 1801 Minnesota Avenue, N.E.		Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 20

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	70						70		70
Project Management	40						40		40
Construction	660						660		660
Equipment	...						...		...
TOTAL AUTHORITY	770						770		770

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		695		695
FY 1989		75		75
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		770		770

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: Name & Code ENTERPRISE (350)

AGENCY: Name & Code DEPARTMENT OF PUBLIC WORKS (KA)

Project Name: New Instrumentation: Anacostia and Bryant Street Pumping Stations

Project Number: 867

Project Location: 1801 Minnesota Avenue, N.E.
301 Bryant Street, N.W.

PROJECT JUSTIFICATION

The Department of Public Works is requesting $770,000 to replace old instrumentation at the Bryant Street and Anacostia water pumping stations. The current equipment is outworn and obsolete, requiring constant maintenance, adjustment and replacement of parts. Because of the age of the equipment and technological changes in this type of equipment since the stations were built, replacement parts cannot be obtained for many plant components and cannot be fabricated successfully.

OPERATING BUDGET IMPACT

This project should reduce operating costs, by reducing the need for maintenance and adjustments.

IMPACT ON THE COMMUNITY

The improved operating condition of the two pumping stations will increase the reliability of the water distribution service. No businesses or households will be displaced as a result of this project. The project is consistent with the comprehensive plan's policies of assuring adequate public services.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The scope of work includes:

Anacostia Pumping Station

- — Removing existing electromechanical equipment that monitors flows, pressures, and water levels;
- — Installing flow indicators with ancillaries;
- — Installing level indicators with respective attachments for the tanks and reservoirs; and
- — Installing receiving equipment at Bryant Street.

Bryant Street Pumping Station

- — Installing new flow indicators with ancillaries on the suction mains and on the flows from each pump and from the Third High spill values;
- — Installing flow indicators with ancillaries for the Low Service spill valve flow;
- — Installing level indicators with attachments for the reservoirs;
- — Installing pressure sensors and indicators for station suction and discharge pressures;
- — Installing necessary new conduits, wiring, and accessories; and
- — Installing new transmitters, strip totalizers and recorders for the venturis located in the vicinity of the station.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code: ENTERPRISE (350)

AGENCY: Name & Code: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Replacement and Extension of Sanitary Sewers		Project Number 579	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location District-Wide		Estimated Completion Date 1989	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...		...		...
Design	400				2,750		3,150		3,150
Project Management	320				2,200		2,520		2,520
Construction	3,280				22,550		25,830		25,830
Equipment	...				...		...		...
TOTAL AUTHORITY	4,000				27,500		31,500		31,500

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		...		...
FY 1988		1,492		1,492
FY 1989		2,491		2,491
FY 1990		17		17
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		4,000		4,000

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☐	No ☒
Institutions ☐	Enhance Service ☐	District ☒	Number: ______
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: ENTERPRISE (350)

AGENCY: DEPARTMENT OF PUBLIC WORKS (KA)

Project Name Replacement and Extension of Water Mains	Project Number 873	Project Location District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $2,500,000 in FY 1987 authority to replace undersized and defective mains and hydrants and to extend water service to newly developed sections. For FY 1987 to 1992, the total authority being requested is $17,450,000.

This project combines two activities previously conducted as separate projects. The projects being combined are Water Service Extensions (801) and, Replacement of Water Mains (850). Experience has demonstrated that work started under one of these projects often involved aspects of the other.

Under project 873, the department will extend water service to those sections of the District that are newly developed or being redeveloped. Additionally, project efforts will provide general system improvements and miscellaneous system adjustments and betterments. Such adjustments include valves and manholes and enable the department to address the needs of the water system as a whole.

This project will also replace undersized and defective water mains and hydrants. In some older sections of the District, water mains were constructed 70 to 80 years ago. These mains have deteriorated and many are inadequate to meet current and future needs. As a result, recurring problems such as a high incidence of breakage, frequent service outages, poor water quality and insufficient water supply have plagued these sections for years.

The Department is responsible for compliance with District Law 1-98, "Water and Sewer Repair and Compensation Act of 1976." This legislation incorporated water service lines and laterals in the public space as part of the District's water system. The law states in part that,

> ...the District of Columbia shall be responsible for the repair and maintenance, where necessary, to renew all water service pipes and building sewers connecting lots with water mains and public sewer....

This project responds to that law.

OPERATING BUDGET IMPACT

By replacing old and defective water mains, operating and maintenance costs should continue to decrease. This project will help to generate revenues in the form of property taxes by providing for the development of new commercial and mixed-use establishments and residential units.

IMPACT ON THE COMMUNITY

This project is consistent with the public facilities element of the comprehensive plan. It is not anticipated that any permanent new jobs will be created. A temporary and minimal amount of disruption will affect the environment and community in scheduled areas because of construction. The results for the community will be improved water quality and fire protection. This project will not displace any residences or businesses.

SOURCE OF REVENUE FOR THE REQUESTED PROJECT

The initial capital investment will be financed by proceeds from general obligation bonds issued by the District of Columbia; however, the debt service for this project will be paid back by the Enterprise Fund from revenue generated from user fees for water and sewer services.

SCOPE OF WORK

The scope of work for FY 1987 under this project will encompass all engineering and construction phases necessary to complete the scheduled and emergency work. This will include design and construction to replace and extend water mains. The construction phase includes trench excavation, backfilling, manhole placement and related work.

FY 1987 OPENING STATEMENT
DEPARTMENT OF PUBLIC WORKS BUDGET
before the
HOUSE SUBCOMMITTEE ON APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA

Thank you Mr. Chairman and members of the committee, I am John E. Touchstone, Director of the D.C. Department of Public Works, and I am very pleased to appear before you today to discuss the fiscal year 1987 Budget for the Department of Public Works. This Agency is responsible for maintaining the District's physical infrastructure; distributing potable water; collecting, processing and disposing of sewage; collecting and disposing of solid waste; administering motor vehicle regulations; coordinating with WMATA to insure that the District's interests in mass transportation are adequately served; and maintaining all of the District's vehicles and equipment except for those of the departments of Police, Fire, Corrections and Education.

There are five major budget components which support the programs of the Department. A breakdown of these components includes $102,012,000 and 1,901 positions for the general operation of the agency; $160,647,000 and 1,288 positions for the Water and Sewer Utility; $98,500,000 for the District's share of the WMATA operating subsidy; $4,150,000 for the School Transit Subsidy; and $128,828,000 for capital improvements. Our discussions this afternoon will cover the general fund operating budget, the Water and Sewer Utility, and Capital Improvements. The WMATA operating subsidy is scheduled to be discussed immediately following this hearing.

Before addressing specific questions you may have, I would like to summarize a few of the significant items included in these submissions.

GENERAL FUND

In the General Fund we have requested an additional $1,495,000 to provide for improved street and sidewalk cleaning throughout the city, but primarily in the central core. Of this amount $400,000 is for support of our proposed Citizen's Neighborhood Improvement Army, $184,000 is for mechanical street cleaning, and $911,000 is for individual street sweepers to handle those densely populated areas in the city with heavy on-street parking.

An increase of $1,916,000 will provide improved tree maintenance in the areas of trimming, removal and replacement. This will give us two additional in-house crews to respond to citizen requests and accident or storm situations. We will also have $1,159,000 for contractual trimming of large trees which requires specialized knowledge and equipment because of their complexity, and $421,000 to help us eliminate the backlog we have for removing dead trees.

An increase of $848,000 is for sidewalk maintenance. This amount is in addition to the $848,000 we received last year to help eliminate the $3,000,000 backlog in sidewalk repair complaints we currently face. Other increases for direct public services include $277,000 to extend the prisoner work release program from six months to a year, $272,000 for bridge maintenance, and $240,000 and 21 temporary positions for motor vehicle related services.

Finally, we have requested $535,000 to enhance the residential parking permit program. This will further discourage commuter parking in residential areas as well as provide a revenue increase of approximately $1.6 million in FY 1987 and $2.2 million each year thereafter.

WATER AND SEWER UTILITY ADMINISTRATION

The operating budget for the Water and Sewer Utility includes requests for additional funding necessary to continue to meet the National Pollutant Discharge Elimination Standards (NPDES) and the terms of the consent decree entered into by the District and the Environmental Protection Agency.

Specifically, the consent decree requires expansion of the plant's Preventive Maintenance Program in FY 1987 and establishment of a Technical Information Center (TIC) and Work Coordination Center (WCC). The TIC will implement and operate a plant recordkeeping system that will house all maintenance records while the WCC will be responsible for planning and scheduling all maintenance activities. Additionally, funds are requested to remove and dispose of PCB transformers.

On September 5, 1985, a Blue Plains Intermunicipal Agreement (IMA) was signed by the major Blue Plains users, outlining the future expansion of the plant as well as sludge disposal through the year 2010. The agreement instituted changes in accounting procedures which require the District to pay all facility operating costs prior to requesting reimbursement from user jurisdictions for their share.

Finally, we are speeding up the current program of relocating approximately 19,000 residential water meters from inside to outside areas, and establishing a Water Bill Special Investigation and Appeal Unit to resolve difficult water bill complaints and problems.

CAPITAL

The Department's capital budget request for FY 1987 has four major themes:

-Replacement or rehabilitation of aging infrastructure;

-Correction of public health and safety hazards;

-Renovation necessary to assure uninterrupted public service.

-Protection of the District's existing plant and equipment inventory.

The capital budget request is $74,578,000 for projects financed from the Capital Fund 300 and $54,250,000 for Water and Sewer Utility projects financed from Enterprise Fund 350. There are 12 transportation projects, 13 projects for water and sewer system improvements and storm drainage, and 7 projects for public buildings and support facilities. In addition, two projects address elimination of PCB and asbestos hazards, two are for essential communication systems improvements, and one is for the solid waste recovery facility.

The capital improvements we are requesting for public buildings address serious deficiencies and system replacement requirements. These improvements are necessary to extend the service life of our buildings. Many of these improvements have been identified in assessments carried out as part of our regular maintenance program. Others result from the required relocation of our facilities to make way for other kinds of development. To give an example, four separate Public Works service functions must relocate as a result of constructing the Anacostia Metro station.

In transportation, our FY 1987 capital budget request includes three essential elements: authority to rehabilitate 30 miles of street; continuing efforts to upgrade our bridges; and enough authority to eliminate the backlog of work in sidewalk curb and gutter construction and rehabilitation.

The Department's capital budget also includes environmental projects. A plan for converting the solid waste recovery center to a waste-to-energy plant is included in the budget. This activity is essential to secure a long-range solution to our pressing solid waste problem. Stormwater relief, another major environmental concern, is supported by three projects. These are:

-Resumption of the Capitol Hill Relief Sewer project,

-Construction of major stormwater facilities in the downtown area,

-Continuation of the flooding and drainage complaints relief project that corrects localized flooding problems throughout the District.

Within the Water and Sewer Enterprise Fund, the Department is requesting a comprehensive program of basic improvements. The FY 1987 capital budget included the rehabilitation and extension of water and sewer mains, the structural rehabilitation of the Main Sewage Pumping Station, and the installation of capital equipment necessary for the functioning of the District's water distribution system. The largest project is the expansion of the sewage treatment capacity at Blue Plains, in accordance with the September 1985 Inter-municipal Agreement among the Blue Plains user jurisdictions.

The Department's capital program is an ambitious one. It initiates many major projects which will require several years to complete. However, our physical plant is large and complex, and parts of it are nearing or even past their useful life. By obtaining the authority to address rehabilitation and replacement needs in all aspects of our basic infrastructure, the department can conduct a systematic program to provide better service and protect our community's long-term investment in public facilities.

This concludes my prepared statement. My staff and I will now be happy to answer any specific questions you may have.

Mr. DIXON. I have a series of questions that I will submit to you for the record.

[CLERK'S NOTE.—See pp. 2563-2577 for questions referred to.]

NEW TAXICAB COMMISSION

It is my understanding that there is a new Taxicab Commission.

Mr. TOUCHSTONE. We are in the process of establishing that commission right now.

Mr. DIXON. It is taking jurisdiction away from one—

Mr. TOUCHSTONE. The Taxicab Commission is a separate commission. I don't know whether it is luck or not, but I have been asked to chair the task force that puts that commission together. We are working on that right now.

BROADER JURISDICTION OF NEW TAXICAB COMMISSION

Mr. DIXON. Will the new commission have a broader jurisdication or about the same?

Mr. TOUCHSTONE. The new commission will probably have a comprehensive jurisdiction. In other words, we have part in Public Works, part in the Public Service Commission and part in the Police Department. The new commission will have the comprehensive responsibility to include just about everything that involves taxicab regulations.

INCREASE REQUESTED FOR RESIDENTIAL PARKING PROGRAM

Mr. DIXON. Looking at the program performance data that relates to parking tickets, you are projecting an additional 100,000 tickets for 1987. Is that based on hiring more people?

Mr. TOUCHSTONE. Yes, based on hiring more people and concentrating more on the residential parking program. We have had a number of citizens appear before the Council, write us, and call us concerning residential parking problems. In order to cure those residential parking problems, we have put an additional amount in the budget for additional staff, and we expect to generate an additional amount of tickets out of that program.

Mr. DIXON. You are going to extend the restrictions by two hours to 8:30 p.m.?

Mr. TOUCHSTONE. Yes, and we are going to add RPP blocks that have been approved which will generate additional tickets.

PARKING SPACES IN GEORGETOWN

Mr. DIXON. We had a conversation with the Office of Planning about Georgetown, and I maintain that the development of Georgetown, without consideration for adequate parking spaces, accrues to the District's benefit through increased revenues for parking.

Would you disagree with that statement?

Mr. TOUCHSTONE. Well, it may be a fact, but as you know, the District previously had been very anxious to put a Metro site in the Georgetown area, which would have helped the parking situation and we probably would not have a parking problem of this magnitude.

Mr. DIXON. That may be true, but nevertheless, there are a lot of places to go in Georgetown; places that attract people, and there is not adequate parking for their vehicles.

You are saying you are going to force people to ride the Metro.

Mr. TOUCHSTONE. In addition to that, we have done a number of surveys in Georgetown that relate to the parking lot situation there, and we have found that there are a number of vacancies in those parking lots. It seems, however, that the public often does not want to go into a parking lot. It also seems that the vacancies may not occur at the time when the peak number of people come into Georgetown.

In other words, we have vacancies in the Georgetown parking lots. We have the figures to back this up. The problem is, though, that there are a number of people that would rather park on the street.

Mr. DIXON. You think in the Georgetown area, people are intentionally violating the regulations, that there are plenty of places to park but they rather take a chance of not getting a traffic citation rather than park in a lot?

Mr. TOUCHSTONE. There are some that do that. I don't think there is any question about that. Some people would take a chance on getting a $10 or $15 fine versus going into a parking lot and paying $8 or $9.

Mr. DIXON. I mean, I don't know where these spaces are. People don't want to walk eight blocks to a restaurant, so if the parking lot is down here and the restaurant is over here, people don't consider that a parking space.

PARKING PROBLEM IN THE DISTRICT

Is there a parking problem here in the District?

Mr. TOUCHSTONE. I suspect there is, yes. I know there is. With the number of vehicles coming into the City, and with the density of the City, we do have some parking problems in the City.

Mr. DIXON. Mr. Coughlin?

NEW FRANK D. REEVES MUNICIPAL CENTER

Mr. COUGHLIN. The new Municipal Center at 14th and U has been bogged down in delays. Can you tell me about how much that project has been delayed, and how much it is over budget?

Mr. TOUCHSTONE. First of all, the project was delayed a little over a year. The reason for that delay stems from basically one major problem, and that relates to the window contractor. The window contractor was not able to deliver and install the windows as the contract had called for, and in fact, that window contractor has gone bankrupt. The bail bonding agency is now finishing the job.

What happened was that because they were so slow in delivering the windows, the finish people that had to do the interior work could not begin their work until the building was closed, so that threw everything behind. I would like to tell you that the base building as of this moment is complete.

We occupy the third, fourth, fifth, sixth, seventh, and part of the eighth floors, and were it not for the fact that a holiday is coming this weekend, we would probably have full occupancy except for a portion of the Emergency Preparedness Center that has to have additional equipment.

In addition, the bonding company took time to work out the problems with the contractor that had gone bankrupt. If you were to go there today, the windows are being installed. The broken windows and final doors are also being installed.

COST OVERRUN FOR NEW MUNICIPAL CENTER

Mr. COUGHLIN. How much is the project over budget?

Mr. TOUCHSTONE. Approximately $1.5 million. However, I feel that over the period of time that this project has been on the books, the money which has been estimated for the job, has been available over a 10-year period. When you estimate construction projects, you estimate through the midpoint of construction. Given the fact that we had to change sites, and given the inflation rate, and the increased cost of goods and services, if you were to take all of that into consideration, we are basically under budget.

SAFETY OF WALKWAYS IN NEW MUNICIPAL OFFICE BUILDING

Mr. COUGHLIN. Can you comment on the reports that walkways in the new building are of the design and construction as the ones which collapsed at a Midwestern hotel?

Mr. TOUCHSTONE. In the new building, there is one walkway in which a Teflon plate was left out. That was seen early in the process, and the designer of the building designed a fix for it. They calculated a fix, and the construction firm installed it.

Presumably they were satisfied. However, some additional issues were raised about it, so we in the District decided to get an independent consultant to review it.

The independent consultant raised some questions about the work. We took that report and asked the designer to review it.

They in turn got another independent consultant who said that they felt that the walkways were safe. They suggested, however, that the beams be X-rayed for the retaining steel and they also suggested that a load test be done.

We agree and instructed the designer to do it. The designer of the building now feels that there is no problem.

The designer's consultant feels there is no problem, and the designer's second consultant feels there is no problem. It was our consultant that raised the questions. If there was any concern remaining, I wasn't willing to take a chance, so I instructed the people over the weekend to put in shoring until we got this settled once and for all. I would like to emphasize that the walkway in question goes over the sixth floor, where my office is located.

I am rather comfortable up there, and if anyone asks, who occupies that sixth floor, I want them to know that I do along with my staff.

STATUS OF LINKING SOUTHEAST FREEWAY TO THE ANACOSTIA FREEWAY

Mr. COUGHLIN. Finally, on the missing link connecting the Southeast Freeway to the Anacostia Freeway, what is the status of that at this time?

Mr. TOUCHSTONE. The project you are referring to is the Barney Circle Freeway Modification, a freeway/parkway link between the Anacostia Freeway and the Southeast Freeway. A concept design has been selected for this facility, and the District has been negotiating with the National Park Service to purchase 18 acres of parkland as right-of-way for the new route. The Park Service has agreed to sell the land at a price that is adequate to make certain improvements to remaining areas of Anacostia Park in the vicinity of the freeway connector.

The negotiations between the District and the Park Service are currently at an impasse, because the Park Service is requiring a much higher payment for the 18 acres that can be supported by appraisals. Also, the existing District budget authority and the potential Federal highway contribution for the land acquisition are insufficient to address the full range of improvements the Park Services deems necessary. The District will seek to persuade the Park Service to set aside its requirement to construct a six million-dollar seawall downstream of the new river crossing as part of the improvement package. Once this issue is resolved, a design hearing can be held and the project can proceed to the final engineering design phase.

Mr. COUGHLIN. Thank you, Mr. Chairman.

STATUS OF SOUTHWEST FREEWAY CONSTRUCTION

Mr. DIXON. Mr. Touchstone, last year we asked about the status of the Southwest Freeway and your response for the record on page 2277 of the hearings was that some construction would begin in FY 1985.

Where are you now on that project?

Mr. TOUCHSTONE. I hate to recite a sad tale. We went out for bids on August 14, 1984. Out of all the bids received, the lowest was 38 percent above the engineer's estimate. We rejected those bids. After we rejected those bids, the Federal Highway Administration requested that the roadway be widened, by adding an extra lane and also requested realignment of the existing roadway.

The Federal Highway Administration which was supplying the bulk of the funding insisted that we do that. That request increased the complexity of the design, so I had to have the design redone to accommodate these changes that the Federal Highway Administration wanted.

Regarding the Southeast-Southwest Freeway bridge over South Capitol Street, there is a concern because some concrete has fallen from under the Freeway, and also from under the channel bridge to the Potomac River.

Construction on all those projects, I anticipate that construction on these projects will begin in fiscal year 1987. We have to get the design completed, and approved by the Federal Highway Administration. We should begin by late fiscal year 1986, or early fiscal year 1987.

I am pushing this project very hard, because it is a concern to a number of people in the city, and to me.

Mr. DIXON. Mr. Natcher?

Mr. NATCHER. No questions.

Mr. DIXON. Mr. Green, one of the questions for the record deals with your interest last year in taxicab seat belts for passengers in the rear seat.

Mr. GREEN. Then I have no questions, Mr. Chairman.

[CLERK'S NOTE.—See p. 2564. This volume for information on taxicab seatbelts.]

Mr. DIXON. Mr. Hoyer?

Mr. HOYER. No questions.

Mr. DIXON. Mr. Wolf?

UNOBLIGATED FEDERAL HIGHWAY FUNDS

Mr. WOLF. Thank you, Mr. Chairman.

Mr. Touchstone, good to see you today. I have a couple of questions. I have a letter here, a chart from the Department of Transportation, called U.S. Department of Transportation Federal Highway Administration, Report of Unobligated Balances by State and Fiscal Year, Federal Aid Highway, Highway Safety Construction Funds, for the District of Columbia.

Unobligated budget authority for 1985 was $41 million. Is that an accurate figure?

Mr. TOUCHSTONE. It may have been at the time they calculated that, but that is in part due to big projects like Barney Circle, where we don't receive large enough annual apportionments and we have to bank two or three years' apportionments to award a contract.

In our last involvement with the Federal Highway Administration they had told us that we had been very good about obligating our money, and we obligated almost 99 percent of our FY 1985 obligation ceiling.

Mr. WOLF. This letter is dated May 12, 1986, for total unobligated monies, $148 million?

Mr. TOUCHSTONE. It might be in some categories, because we have some projects that have not been obligated yet. When Barney Circle is obligated, that will take maybe $110 million. When we do another major project, our apportionment will go down further.

We use just about all of our money, except that we may have in future years some balances in our interstate apportionment when we complete our interstate system. In our bridge, and all of our other programs, we expect to draw down those funds.

For instance, I may now have a project that won't come on line until the first of the fourth quarter of the fiscal year. That will reflect unobligated as of May, but as of the end of the year, it will balance that out.

Mr. WOLF. You have one of the highest figures here of any group. D.C. gets less money than most States. You had more? You said there may be some carryover.

Mr. TOUCHSTONE. Yes, on some of our projects. What you will find is that our balances have been drawn down very close to the obligation ceiling by the end of the year.

We tend to spend all of the money whenever our contracts come on line, but because of the Barney Circle project, interstate apportionment balance will stay high until we make that obligation.

Mr. WOLF. Interstate?

Mr. TOUCHSTONE. Once we complete the interstate system, there will be some balances in that program that we may not be able to use. That could be, depending upon cost, but the other thing that is happening to us right now, and you experience it around the country, is that bids are coming in high.

This is something that is happening to all bids. Insurance rates are affecting contractors. Since all bids are now coming in high, we will have to use more money than we originally anticipated on some projects.

LOSS OF FEDERAL HIGHWAY FUNDS DUE TO 18-YEAR-OLD DRINKING AGE

Mr. WOLF. My point dealt with the loss of money for the 18-year-old drinking age. You only lose in 1987 $2.5 million, and in 1988, you will lose $5 million, so it does not have as significant an impact on the District as it does on Pennsylvania or Virginia.

Mr. TOUCHSTONE. It hasn't yet, but in future years it will, because my balance, is not big compared to other places, and I can't stand to lose too many of those $7 millions, or $2 millions in future years.

Mr. WOLF. If you don't go to 21, you will be losing 5 million dollars per fiscal year from here on in. Will that hurt the District of Columbia?

Mr. TOUCHSTONE. It certainly will, if we lose $7 million in highway aid. If we lose five million year after year, it certainly will.

Mr. WOLF. Will that hurt the residents of the District with regard to commuting?

Mr. TOUCHSTONE. If I can't do the road work mandated by the need, then everyone using that highway is hurt.

LANE CHANGING ON THEODORE ROOSEVELT BRIDGE

Mr. WOLF. Thank you. The other question was about the Theodore Roosevelt Bridge. On the study that we had done by FHWA which you have seen, on page 3 of the study, on a consistent basis every day between 7:30 and 8:00, the demand exceeds the capacity of the bridge.

On page 5, it says the Roosevelt Bridge is a multiple weaving area, and the lane changing turbulence is very high. Is weaving and lane changing bad, as an expert?

Mr. TOUCHSTONE. I would think it is. George Schoene is probably one of the best experts in the country.

Mr. WOLF. State why the weaving and lane changing is bad?

Mr. SCHOENE. It creates turbulence in the flow of traffic. It is caused by the fact that traffic tends to come in on the right, wants to leave on the left of the bridge, or it is coming in on the left and wants to leave on the right, so you get this lane switching. It causes turbulence.

INCREASING SPEED ON THEODORE ROOSEVELT BRIDGE

Mr. WOLF. Page 12, lane changing increases the probability of accidents; would you agree with that statement?

Mr. TOUCHSTONE. Yes.

Mr. WOLF. Page 14, I support adding a lane—since the analysis of alternative 4 shows fairly significant improvements in the operating characteristics of the Roosevelt Bridge, the George Washington Parkway, and there is also improvement on I-66.

Speed on the Roosevelt Bridge doubled, and the density of vehicles and number of lane changes decreased. There is a chart here, at the end of this study report, which points out that the existing speed on the Theodore Roosevelt Bridge in the morning is 15 miles an hour, and the density of vehicle lanes per mile is 102.

With alternative 4, where we would add another lane, we would increase the speed on the Theodore Roosevelt Bridge to 33 miles an hour, that is double. Is that a significant increase, doubling?

Mr. TOUCHSTONE. Yes.

Mr. SCHOENE. The speed goes up, but the density of the roadway goes down, that is the spacing between vehicles gets greater. The total throughput did not increase. Basically, the throughput was almost the same.

ADDITIONAL LANE ON THEODORE ROOSEVELT BRIDGE

Mr. WOLF. That is not accurate. Total throughput existing is 10,216, alternative 4 is 11,110, so that is, for somebody coming in, that is significant. It also alleviates congestion on the G.W. Parkway. I have a letter here from Jack Fish of the National Park Service that states it appears that alternative 4, which recommends the addition of an inbound lane on the bridge serving the G.W. Parkway, would improve the operating characteristics of the Parkway during the A.M. rush hour period and would improve the operating characteristics of the Theodore Roosevelt Bridge.

Do you agree with that?

Mr. TOUCHSTONE. You may negate all of that unless you have someplace for that traffic to go.

Mr. SCHOENE. For their modeling, the Federal Highway Administration started out with an open three-lane roadway. X amount of cars can move along it. On the Roosevelt Bridge, when we counted, we got 10,200 vehicles in the 7:00 A.M. to 9:00 P.M. period.

The difference in those two numbers was assumed to be caused by the weaving. They really did not observe the origins and destinations of all that traffic. In projecting to the future, we believe that the true magnitude of the weaving which might occur after a widening has not been substantiated.

Another concern is that if more cars do come across, can the City absorb the traffic. After 8:00 A.M., 20th Street clogs up, and Constitution Avenue clogs up.

Finally, as we indicated if only one additional lane were considered on the bridge, it should be in the outbound direction.

If you look at the impact on the approaches to the bridge at both ends, the impact is greater on the District side in the evening where the traffic backs up on city streets, and people can not even get to the bridge.

The E Street Expressway backs up behind the White House every night. This was not considered in the examination of the alternatives, and we think it should be.

Mr. Wolf. If you want to build another lane coming out of the District, too, I would support you on that. I wanted to do something that was unobtrusive that impacted on the G.W. Parkway, and you are finding more, in fact. There are some Federal agencies that were in to talk to me the other day, they are moving out to Maryland and Virginia, and Mr. Hoyer and I are pleased that they are, but I think you have a real problem there.

COST OF ADDING AN INBOUND AND OUTBOUND LANE ON ROOSEVELT BRIDGE

What I would like to ask you to do, the money to build this would cost about $1.3 million. I would like to ask you—excuse me, George?

Mr. Schoene. Based on our examination, we believe the Federal Highway costs are on the low side. We were examining a lane in both directions, and our estimation was somewhere between $20 and $40 million.

Mr. Wolf. For the restripping to add one lane? I'm referring to Alternative 4. I have asked them over and over and they have come back with 1.3 to 1.5 million dollars. It would only be done when the bridge is resurfaced, restripping the lanes.

Where would you get——

Mr. Schoene. The bridge itself is two longitudinal bridges that are not tied together very well. If you put a lane directly over the split that is there now, you will have to strengthen it.

Mr. Touchstone. You will have to strengthen the middle.

Mr. Wolf. They looked at that. Is there a chance that you will come out and support this? I would like to have your help on it.

Mr. Touchstone. We would like to. We are going to look at the impacts of what their proposal is on the District, and review the letter that I sent you relating to the things that were not looked at. Once we review all of that, I will be in a better position to support or tell you my lack of support on it.

Otherwise, I am almost batting around in thin air, because there are some things that need to be looked at, plus George raised another one. We need to sit down with the engineers and talk about the fact that there are two separate structures, and whether they had intended to strengthen that bridge or not.

REVIEW OF FEDERAL HIGHWAY STUDY

Mr. Wolf. Why don't we have a meeting in my office whereby you and George and I could get together with the Federal Highway Administration? I would like to have your help. I would like to help you financially, either to use that unobligated budget authority, or raise the drinking age to 21, or earmark money from another source. This is very important, because in the morning, the traffic is concentrated during that hour to an hour and a half. In the evening, it is spread out much more so.

Some people leave at 4, 4:30, 5, 6, and there is no alternative for people coming in using that bridge. Do you know when you might have a response?

Mr. Touchstone. We have a response to the letter, but we have got to get a study done first.

Mr. Wolf. We just studied this.

Mr. Schoene. Again, we think the impact is greater on the outbound than the inbound. We would like to take the study the Federal Highway initiated and expand that further away from the bridge. Basically, the study looked from shoreline to shoreline, but did not go very far away from the bridge.

We think it should look more closely at the impact on the city streets.

SUPPORT FOR OUTBOUND LANE ON ROOSEVELT BRIDGE

Mr. Wolf. Is there any chance you would support another lane going out?

Mr. Schoene. If one were built, the benefit is greater or just as much in the outbound direction than the inbound direction, and the study tends to support that.

Mr. Wolf. Any chance the District would ever support another lane going outbound?

Mr. Touchstone. I understand what you are saying.

Mr. Wolf. This is the gateway to the Nation's Capital. You have the Kennedy Center, the view of the monuments, and to clutter that up and put a lot more there is a mistake. This is a very simple way, done at a relatively low cost, and done whereby it benefits the District of Columbia. Are you telling me there may be a chance that the District would favor an additional lane outbound and inbound?

What I am favoring is only one additional lane inbound on the bridge. You want to go further than I do?

Mr. Schoene. Decreasing the width of the lanes from 12 feet to 11 feet, with heavy traffic in each of the four lanes might increase congestion and decrease safety.

Mr. Wolf. It reduces weaving, and that has been done in so many other areas of the country.

Mr. Schoene. Again, the fact that the ramps stay where they are, and people that come in on the left, go out on the right, and vice versa. There will be minimum reduction in weaving by adding this lane.

Mr. Wolf. It has a dedicated lane for the G.W. Parkway and helps I-66 and Route 50. It eliminates the weaving. Either you believe the report or you don't.

ADDRESSING ORIGIN AND DESTINATION OF MOTORISTS

Mr. Schoene. We don't believe the study truly addressed the origin and destination of motorists. The people coming in on I-66 like to go on Independence Avenue. We should make a study, count each of the three departures for each of the approaches.

Mr. Wolf. How long will that study take?

Mr. Schoene. It could be done in a summer.

Mr. Wolf. When would you have an answer? August 1?

Mr. Schoene. Then we would like to see the Federal Highway run their model again.

Mr. Wolf. You have been talking with them about that?

Mr. Schoene. Yes, but I have no commitment on when they could run the computer model with the new weaving data.

Mr. WOLF. This just drags on and on and on. It just doesn't ever come to a conclusion. Now, you are studying the studies. It is becoming almost ridiculous. This is positive for the District of Columbia. You have an unobligated budget authority.

You are losing $5 million because of your refusal to raise the drinking age. The additional inbound lane helps people who come into the District to shop and live and work in this area. It is a positive aspect and helps the congested G.W. Parkway as well.

COMPLETION DATE FOR REVIEW OF THE FEDERAL HIGHWAY STUDY

I would like to ask you to come back as quickly as possible, and could I get an idea of when that target date is when you may be finished?

Mr. TOUCHSTONE. Can I call you back with it? Can we talk and look that over and then give you some estimate?

Mr. WOLF. Okay.

No further questions, Mr. Chairman.

Mr. DIXON. Mr. Hoyer?

PLANS FOR SOUSA BRIDGE

Mr. HOYER. I was just thinking, throughout this discussion, about the Sousa Bridge, a delightful little bridge. What plans do you have for that. Could you let me know? Thank you for spurring my interest.

Mr. TOUCHSTONE. I drive it every week personally.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. I have some questions that I will submit to be answered for the record.

Mr. TOUCHSTONE. Thank you, Mr. Chairman.

[The Committee's questions and the Department's response follow:]

DEPARTMENT OF PUBLIC WORKS

QUESTION:
1. How are things going with your vehicle safety inspection operations? We discussed this somewhat last year (see pages 2273-2275 of FY 1986 hearings).

ANSWER:
1. Implementation of the following items has resulted in the average waiting time for inspection being reduced from more than one (1) hour to approximately (20) minutes.

a. Created six additional lane leader positions - providing four for each station (one for each lane), responsible for overall inspection activity on assigned lane; control of inspection stickers on assigned lane; affixing inspection sticker to vehicle upon completion of inspection.

b. Hired two additional clerical individuals to work in the inspection station writers booths thereby freeing two inspectors to perform inspections.

c. Hired six additional inspectors to bring staffing level up to authorized strength, thereby increasing number of inspections that can be performed hourly.

d. Detailed a Program Manager from another Bureau, with direct oversight responsibility for the operation of both D.C. Inspection Stations. This position has been requested in the FY 1987 budget. The Program Manager's base of operations is the inspection station, as opposed to the Headquarters office (301 C Street, N.W.), thereby providing continual monitoring of inspection activities.

e. Capital funds ($625,000) appropriated to make permanent equipment and facility improvements which will make all inspection lanes available as volume dictates, and insure the safety of the inspection process both for inspectors and for the vehicles. Temporary repairs were made to on line equipment, and have provided increased serviceability, but much of the equipment must be replaced.

f. Expanded inspection hours at the Southwest Inspection Station. For the months of May, June, and July the station is open on Saturdays from 7:00 a.m. to 12:00 noon. This program has been very successful. For example, this past Saturday (May 17, 1986) 327 vehicles were inspected.

QUESTION:
2. Last year we discussed your proposal to contract out the recordkeeping for traffic citations (page 2275 of FY 1986 hearings).

a. Can you tell us how that is working out and what your arrangement is for paying the contractor -- is it a flat fee per ticket or is it a certain percentage?

ANSWER:
2. On April 5, 1985, the Department of Public Works began a one year contract

with Datacom Systems Corporation for recordkeeping for traffic citations. In April, 1986, the Department implemented a four month extension of this contract.

The contractor has performed well and the Department has been paying $1.89 for each parking and moving ticket processed.

QUESTION:
3. During last year's hearings (page 2277 and page 2285 of FY 1986 hearings), Congressman Green asked about seat belts in taxicabs and your response for the record was that regulations require taxicabs manufactured after January 1, 1968 to be equipped with seat belts in each seating position in good working order to pass inspection.

a. Would you happen to know if a large number of taxicabs are failing inspection because they do not have seat belts in good working order?

b. What about vehicle inspection of cabs at your inspection stations -- are you satisfied that everything is on the up and up (page 2273 of FY 1986 hearings)?

ANSWER:
3. a. Our inspection program for taxicabs requires taxicabs manufactured after January 1, 1968, to be equipped with seat belts in each seating position in good working order to pass inspection. Taxicabs are rejected if:

. seat belts are missing, torn, frayed, or unsanitary;

. seat belts are not of an approved type; or

. seat belt anchors or buckles are loose or broken.

Very few taxicabs fail inspection for failure to have seat belts in good working order. We fail perhaps three or four taxicabs a month for seat belt deficiencies - principally for being unsanitary. A problem we do encounter with taxicabs is that the seat belts are tucked into the seats. Before we pass these taxicabs, we require that the seat belts be pulled out and otherwise in good working order.

b. We are aware that some problems exist with our taxicab inspection program, and we have taken action to alleviate those problems. We are working closely with the Metropolitan Police Department's investigation of complaints received from the public and from employees about irregularities in the taxicab inspection program. As a result of these investigatory efforts and our closer monitoring efforts, several employees have resigned, others have been reassigned, and the prosecution of some employees is under consideration by the U.S. Attorney's Office.

QUESTION:
4. I understand there is a new Taxicab Commission that has been established?

a. Can you tell us anything about that Commission?

ANSWER:
4. The new Taxicab Commission established pursuant to the "District of Columbia Taxicab Commission Establishment Act of 1985" (D.C. Law 6-97) will have thirteen members--eight public, four industry, and a chairperson appointed by the Mayor with the advice and consent of the Council. The Public Service Commission's authority over taxicabs and other motor vehicles for hire will be transferred to the Taxicab Commission which will have exclusive authority for intrastate regulation of taxicabs, taxicab companies and taxicab associations. There will be two Commission panels--the Panel On Rates and Rules and the Panel On Adjudication.

Also created under 6-97 is an Office of Taxicabs which will be responsible for the execution, administration and enforcement of the act and all rules, standards, rates, charges and orders issued by the Commission. Most of the provisions of the act, including the one establishing the Commission and the Office, will become effective March 25, 1987, one year from the effective date of the Act. However, the chairperson and members of the Commission can be appointed prior to March, 1987. Upon confirmation, the chairperson can appoint the Chief of the Taxicab Office and approve the hiring of staff. Also, the Commission panels are authorized to issue internal operating procedures and otherwise organize following the confirmation of a majority of their members.

For implementation purposes, the City Administrator has formed a task force to develop a reorganization plan consistent with the provisions of the new law. John Touchstone, Director of DPW chairs the task force comprised of representatives from District agencies (DPW, DCRA, MPD, PSC) presently performing functions related to the taxicab industry. A full-time support staff member was recently hired to coordinate and implement the actions of the task force. The first meeting of the task force was held on May 29, 1986.

Detailed duties of the Commission and Office follows:

TAXICAB COMMISSION

Mission of the Commission

To continue, further develop, and improve taxicab passenger service within the District; to promote meaningful participation of D.C. residents and minorities in ownership and operation of taxicabs, taxicab companies and associations; to encourage competition in the taxicab industry; and to assure operators access to taxicab ownership.

Commission Jurisdiction

The Commission shall have exclusive authority for intrastate regulation of taxicabs, taxicab companies, and taxicab associations.

Commission membership

Thirteen members appointed by the Mayor with the advice and consent of the

Council - eight public members, four industry members, and a chairperson who shall have experience in the field of transportation administration, adjudication, or regulation.

Responsibilities

Meet no less than once every two months to discuss general affairs and matters pertaining to the taxicab industry, to establish and set general policies of the full Commission, and to outline goals and future directions of the Commission.

Evaluate program development and implementation of the hacker's license training course and may issue policy directives pertaining to program content and direction.

Submit an annual report to the Mayor and the Council on or before the second Monday of January of each year.

Organization of the Commission

The Commission shall be organized into two panels.

Panel On Rates and Rules

Composition - Three public members and one industry member.

Responsibilities

Establish rates for the transportation of passengers, and property including incidental and directly-related charges (waiting time, personal service and stop).

Establish rates for the leasing of taxicabs by companies, associations and fleets in situations of public emergency or because of extraordinary circumstances affecting the taxi industry.

Establish methodologies for the determination of reasonable taxicab rates.

Review the taxicab rate structure within 12 months of the effective date of this act and at least once every 24 months thereafter.

Establish criteria, standards and requirements for licensing of vehicles.

Establish criteria, standards and requirements for licensing of taxicab owners, operators, companies, associations and fleets including the setting of reasonable license fees.

Establish fines (civil penalties) for violations of Commission rules or orders.

Establish penalties for license suspension and revocation.

Establish standards and requirements relating to equipment and equipment design.

Issue all rules for the regulation and supervision of the industry, except those within the purview of the Panel On Adjudication.

Develop and establish internal rules for conducting the organizational affairs of the Panel On Rates and Rules and rules of procedure of general applicability.

Advise agencies and authorities of government having jurisdiction over public transportation or public highways and space within the District regarding the routing of taxicabs and the location of taxicab stands.

Advise the Mayor on reciprocal taxi agreements.

Panel On Adjudication

Composition - Five public members and three industry members.

Responsibilities

Adjudicate all complaints lodged in the Office against taxicab operators, companies, associations, fleets, and taxi dispatch services by consumers and officials or employees of government involved in taxicab enforcement or administration.

Adjudicate intra-industry complaints and disputes occurring in the taxi industry, including, but not limited to, complaints and disputes between companies, associations, companies and associations, operators or owners, and operators or owners and companies or associations.

Issue rules governing intra-industry relationships--the responsibilities of one component of the industry to another, but not the responsibility of the industry to the public.

Hear and decide appeals taken from any order, act, practice, or policy implemented by the office relating to the taxicab industry.

Review enforcement activity pertaining to the industry, and formulate and issue enforcement policy directives to the Office.

Investigate any aspect of taxicab operations and practices, and make a report and recommendation to the Panel On Rates and Rules or issue a rule if the subject concerns a matter relevant to intra-industry complaints and disputes.

Impose civil fines and penalties as may be provided for by rule or law, including suspension or revocation, in exercising the adjudicatory jurisdiction vested in the panel.

Develop and establish internal rules for conducting the organizational affairs of the Panel On Adjudication and rules of procedure of general applicability.

OFFICE OF TAXICABS

Mission of the Office

To be responsible for the execution, administration, and enforcement of the taxicab act, and all rules, standards, rates, charges, and orders issued by the Commission.

Responsibilities

Administer the issuance of licenses, and propose suspension and revocation of the licenses, of all owners of taxicabs, including companies, associations, and fleets.

Administer all license examinations applicable to the taxicab industry.

Maintain a system of public records relating to licensed owners and operators of taxicabs and taxicab companies, associations, and fleets.

Issue citations prescribed by the Commission for infractions of the taxicab act and any rule, standard, rate, or order issued by the Commission.

Receive complaints lodged against the owners and operators of taxicabs, taxicab companies, associations, fleets, and dispatch services for the violation of any rule, regulation, order, rate, or law applicable specifically to the taxicab industry.

Enforce all rules and regulations relating to the insurance of taxicabs.

Administer and enforce all rules, rates, and orders issued under the authority of the Commission applicable to taxicab companies, associations, fleets, taxicab facilities, taxi dispatch services, and the owners and operators of taxicabs.

Develop and maintain a current body of information relating to taxi industry operations for public and Commission use.

Perform any other administrative functions necessary to carry out the purposes of this act.

Maintain accurate and current information on all insured taxicabs for which insurance or a bond has been cancelled.

QUESTION:
5. Last year we talked about tests for cab drivers (page 2273 of FY 1986 hearings).

a. What can you tell us about the testing program and its effectiveness?

ANSWER:
5. Since April of 1985, we have been administering a 60 question examination to new applicants for hackers licenses. Our bank of 300 questions was developed in conjunction with the University of the District of Columbia, to test an applicant's knowledge of the material covered in the University's twelve-hour hacker's training course. The examination consists of 50 multiple-choice questions designed to test an applicant's knowledge in all areas covered in the course, of which the applicant must correctly answer 40 questions; five questions requiring a written response designed to test an applicant's knowledge of the Washington metropolitan area, of which the applicant must correctly answer four; and five questions requiring an oral response designed to test an applicant's knowledge of selected areas covered in the course and the applicant's ability to communicate in English, of which the applicant must correctly answer four questions.

It is too early to judge accurately the effectiveness of the testing program in improving the quality of taxicab drivers, since only a small number of persons have successfully completed the examination, and less than a year has passed since these persons have obtained their licenses. We do note that of the complaints against taxicab drivers filed with the Department through April of 1986, practically none have been against persons who have passed this examination.

QUESTION:
6. I notice on page KA-6 of your justifications you plan to increase the number of traffic tickets issued from 1.2 million to 1.3 million, or 100,000 additional tickets.

You also plan to increase the number of vehicles towed by 54 percent, from 17,500 in FY 1986 to 27,000 in FY 1987.

a. Could you explain those increases?

ANSWER:
6. The additional 100,000 parking tickets estimated for FY 1987 are a result of the eight additional Parking Control Aide positions contained in the FY 1987 budget request (based on 12,500 tickets issued per person per year or 50 tickets per person per work day). The Parking Control Aide positions are requested to offset the requirement for enforcing the extended hours of the Residential Permit Parking program. This program was formerly in effect from 7:00 a.m. to 6:30 p.m. and has now been extended to operate between 7:00 a.m. and 8:30 p.m. The additional positions will enable us to operate a shift of Parking Control Aides for the later hours without diluting our existing daytime efforts.

Seven additional Motor Vehicle Operator positions are requested for FY 1987 to enable us to conduct a more effective towing operation. Currently, with 10 positions available for this operation, we operate between 4 and 5 tow cranes for each rush hour period. We believe that this capability is not sufficient to give the motoring public the level of rush hour enforcement that it expects and deserves. With the additional positions, we will be able to operate between 7 and 8 tow cranes each rush hour and should increase our effectiveness accordingly. The additional cranes will also enable us to carry out more effective towing during midday operations, both in the removal of hazardous or congestion-causing violators and in the timely impoundment of unclaimed immobilized vehicles. We expect that the additional operator positions will increase the number of towed vehicles by approximately 9,500 vehicles, averaging 39 additional tows per day or approximately 5.4 tows per position per day.

QUESTION:
7. On page KA-44 you state that the requested appropriation for the Public Space Maintenance Administration (PSMA) will provide for the opening of a new headquarters facility. In reply to a question submitted for the record last year (FY 1986 hearings, part 2, page 2297) you stated that one of the new facilities to be opened was the PSMA headquarters. You also show on page KA-45 a base reduction for electricity associated with the "old" headquarters (Lenox School) and then request an increase for electricity for the "new" headquarters.

a. At the time of opening the PSMA headquarters at Lenox School, were you aware that it was to be turned over to the Architect of the Capitol in the spring of 1987? If so, why did you locate there?

b. Will the location of the "new" PSMA headquarters be a more permanent location?

c. What is the rationale for reducing electricity then requesting an increase when it is still within the same responsibility center?

ANSWER:
7. The Public Space Maintenance Administration is currently located at 4701 Shepherd Parkway, S.W.. This is the site which must be turned over to the Architect of the Capitol in the spring of 1987. We have been aware of that required transfer for some time and therefore were working on a relocation to the Lenox School for which utilities funding was requested in FY 1986.

A detailed design and engineering study resulted in the determination that the renovation costs required to make the Lenox School habitable were excessive, and therefore, the planned relocation to that site has not been pursued. Hence the decrease in funding for that site. The Administration is currently pursuing the development of a prefabricated building on city-owned land adjacent to a sanitation service center on South Capital Street, S.W. and the increase for energy is intended for that site.

It is acknowledged that the decrease and subsequent increase in the same responsibility center is somewhat redundant, but given the site-specific reference, the request was intended to provide an accurate programmatic and financial trail.

QUESTION:
8. On page KA-46 you are requesting $848,000 for the second of three increases to reduce the city's sidewalk repair backlog and bring the pavements into optimal condition.

a. Would you provide a summary of the work completed to date to reduce this backlog?

b. What is the annual rate of growth in the backlogs?

ANSWER:
8. The sidewalk repair backlog consists of over 2,500 locations valued in excess of $3,108,000. An average year's workload generation is approximately 525 sites requiring $660,000 to maintain.

First year funding for the expanded sidewalk repair program is provided in the FY 1986 budget. As of April 26, 1986, $176,909.67 of the $848,000 had been expended on sidewalk repair. The majority of the work will be performed during the spring and summer construction season and the full amount will be expended by September 30, 1986.

Given the current level of workload generation, no cost increases, and the three years of appropriation increases, the total backlog will be eliminated in FY 1989 at which point the Administration can convert to a program of preventive maintenance aimed at reducing the deterioration cycle:

	$3,108,000	FY 1986 Backlog
+	660,000	New Workload
=	3,768,000	Total Demand
-	848,000	Work Performed (includes 1st increase)
=	$2,920,000	FY 1987 Backlog
+	660,000	New Workload
=	3,580,000	Total Demand
-	1,696,000	Work Performed (includes 2nd increase)
=	$1,884,000	FY 1988 Backlog
+	660,000	New Workload
=	2,544,000	Total Demand
-	2,544,000	Work Performed (includes 3rd increase)
	$ 000,000	FY 1989 Backlog Eliminated
	2,544,000	Preventive Maintenance Performed

QUESTION:
9. On page KA-47, Tree Maintenance responsibility center, you are requesting increased funding for two additional in-house tree maintenance crews ($336,000) and contractual tree trimming ($1,159,000) to get the District's tree trimming schedule in line with industry standards.

a. How many in-house crews are presently available?

b. Will the in-house crews, those presently available and the two new crews, be used strictly to respond to citizen requests or will they also be used to assist with scheduled tree trimmings?

c. With this increased funding, how many trees will be trimmed by in-house crews? How many under contract?

ANSWER:
9. There are currently three in-house trimming crews. Two of these crews perform routine trimming on approximately 10,000 trees a year, assisted by PEPCO, which under an agreement with the City, must completely trim any tree in which it is working on electric wires. This level of production will continue. The contractual services increase will allow for the scheduled trimming of the additional 10,000 trees annually required to establish the once in five year routine cycle.

The third in-house trim crew currently on board responds to citizen requests. The two additional crews requested will also be assigned non-routine response (i.e., citizen request, storm damage, etc.) in order to increase the response capability on such requests from the current average of 2-1/2 months to ten days.

QUESTION:
10. Under the Roadsides and Parks responsibility center (KA-48) you are requesting an increase of $277,000 to expand the program using inmate work release labor for a full-year period rather than the current six-month effort.

a. Will the four trainee supervisors be participants of the work-release program?

b. What is the present number of inmates "employed" by this program?

c. What additional services will be performed by expanding the program to 12 months?

ANSWER:
10. There are currently 123 inmates assigned for employment in the Public Space Maintenance Administration as a part of the work release program. The four trainee supervisors will not come from this pool of employees, but rather involve temporary promotions for current employees required to perform the additional duties required to supervise the added manpower.

Expanded program services which would be possible by adding the months of September through March to the program include:

- Three additional cycles of roadside mowing.
- Fall, winter, and early spring maintenance of parks, i.e., pruning, mulching, planting.
- Year-round pick-up of litter and debris on roadsides and parks.
- Vacant lot cleaning and mowing capability.
- Labor-intensive clearing of vegetation and accumulated dirt under roadside guiderails.
- Clearance of roadside drainage ditches.

DEPARTMENT OF PUBLIC WORKS
WATER AND SEWER UTILITY ADMINISTRATION

QUESTION

1. You are requesting $675,000 for billing and collection activities because "new system will not be in place in FY 1987" and to meet "additional service bureau costs resulting from increase demand on the current billing system".

1(a) What services are presently being provided by the service bureau?

ANSWER

1(a) The Utility is responsible for maintaining its own software and computer programs. The service bureau provides computer hardware on which to operate these programs, generate water bills, store historical data, and produce a number of account, usage, and financial reports.

QUESTION

1(b) What increased demands on the current billing system require this substantial increase in costs to the service bureau?

ANSWER

1(b) We now have an automated aged accounts receivable program, current collection status reports, and accumulated data for accurate revenue projections and improved estimation of accrued revenue. Additional demands are a result of requirements of the external auditors and improved billing and collection activities. Last week we kicked off our contract to automate our field operation's work orders.

QUESTION:

1(c) What is the cause(s) of the delay in implementing your new water billing system?

ANSWER:

1(c) As a middle term solution to its data processing needs, based on a study by Arthur Young and Company and on the advice of its ADP staff, the Department elected to enhance its current billing system rather than immediately implement a new billing system. While in the long term we will replace our current system, these enhancements currently put in place will not need to be redone and we can proceed with our technical needs analysis in a more orderly fashion.

QUESTION:

1(d) When do you anticipate implementing the new water billing system?

ANSWER:

1(d) Current projections are that the new system will be in place in approximately three years.

QUESTION:

2. In reply to a questions for the record last year, you stated that the present delinquent balance for water-sewer billings was $16.9 million (page 2307 of FY 1986 hearings).

(2)a What is the present delinquent balance?

ANSWER:

2(a) The delinquent balance for FY 1984 should have read $21.5 million instead of $16.9 million. The delinquent balance is currenly $22.3 million.

QUESTION:

3. In a question for the record last year (page 2313 of FY 1986 hearings), we asked about the hand-held computerized meter reading system.

(3)a Has the hand-held meter reading system been implemented?

(3)b Please provide a summary of the results of any field testing done and any actual use of the computerized meter reader.

ANSWER:

3(a) While the ADP staff focused on the programs described in the answer to Question (1), the handheld system that was implemented was moved to a second level priority and is now being field retested in light of the changes made to the environment it must operate in, and will be fully implemented this fall.

3(b) Any summary of results and testing would be premature since testing is still underway.

QUESTION:

4. For the record, would you update the schedule on page 2304 of last year's hearings concerning the Bureau of Water Measurement and Billing Performance Profile, to provide the percent of change between fiscal years 1984 and 1985?

ANSWER:

4. Below is an updated chart of performance measures in the Bureau of Water Measurement and Billing.

BUREAU OF WATER MEASUREMENT AND BILLING
PERFORMANCE PROFILE
FOR
FY 83 THROUGH FY 85

PERFORMANCE MEASURES	FY 83	FY 84	FY 85	PERCENT CHANGE
1. CASH COLLECTIONS	$53.1M	$65.3M	$80.6M	+23
2. ANNUAL BILLINGS	50.1M	63.3M	83.3M	+32
3. ON-TIME BILLING (REGULAR CYCLE)	97.7%	98.4%	97.0%	-1
4. BILLS BASED ON ACTUAL READS	82.0%	84.0%	86.0%	+2
5. COMPLAINT RATE (TELEPHONE COMPLAINTS)	5.0%	5.0%	3.0%	-40
6. WATER SERVICE CUT-OFFS SCHEDULED	7,323.0	9,495.0	[illegible],376.0	+9
7. NUMBER OF LIENS FILED	524.0	1,089.0	560.0	-49
8. VALUE OF LIENS FILED	$ 3.6M	$ 5.9M	$ 1.4M	-76
9. REFERRALS TO COURT DOLLAR VALUE			147.0 4.7M	
10. NUMBER OF ACCOUNTS	252.0	397.0	357.0	-10
11. VALUE OF ACCOUNTS SUBMITTED FOR TAX SALE	$ 2.5M	$ 2.8M	$ 1.4M	-50
12. NUMBER OF PARTIAL PLANS ESTABLISHED	1,580.0	2,849.0	4,370.0	+53
13. VALUE OF PARTIAL PAYMENT PLANS	$ 1.3M	$ 3.1M	$ 5.2M	68
14. NUMBER OF DELINQUENT ACCOUNTS	18,227.0	18,317.0	18,262.0	
15. VALUE OF DELINQUENT	$21.0M	$21.5M	$21.2M	-1
16. COMMERCIAL METERS ROTATED	2,716.0	1,566.0*	2,548.0	64
17. RESIDENTIAL METERS	14,080.0	14,888.0	14,210.0	-5
18. GOVERNMENT METERS ROTATED	695.0*	41.0	51.0	24
19. NUMBER OF ACCURATE METERS IN THE MEASUREMENT SYSTEM	63,987.0	80,472.0	97,281.0	21
20. METERS ACTUALLY READ	82.0%	86.0%	87.0%	1

*MAJOR UPGRADE PROGRAMS WERE ESSENTIALLY COMPLETED DURING THE YEAR CITED

QUESTION:

1. The Committee has been advised that the District is the only jurisdiction in the United States that has not adopted Federal standards for transportation of hazardous materials. (see Attachment)

   a. Please explain why the District has not adopted Federal standards for transportation of hazardous materials.

   b. Please explain the District's plan and timetable for adopting such standards.

      - If the District does not plan to adopt such standards, please explain why.

ANSWER:

1a. The District has adopted the paragraphs of the U.S. Department of Transportation's Hazardous Materials Regulations 49 CFR 100-199 in whole or pertinent parts through existing regulations in the District of Columbia Municipal Regulations Title 18 (DCMR 18), Vehicles and Traffic; Chapter 25, Size, Weight, Construction, and Loading of Vehicles; Section 2509, Tunnel Restrictions. The regulation states as follows:

2509 TUNNEL RESTRICTIONS

2509.1 No operator of any motor vehicle, trailer, or other cargo-carrying body, whether loaded or empty, which is required to display markings or placards in accordance with regulations of the Department of Transportation or rules of the Hazardous Materials Regulations Board established by DOT Order #1100.11, July 27, 1967 (49 C.F.R. 170.1) shall enter any tunnel or any access ramp to a tunnel listed in subsection 2509.6.

2509.2 Any Metropolitan Police Officer is authorized to require the operator of any vehicle, trailer, or cargo-carrying body referred to in this section to stop prior to entering any tunnel or any access ramp to a tunnel listed in subsection 2509.6, and to require the operator to proceed by a route which does not lead to the tunnel.

2509.3 No operator of any tank vehicle or tank trailer used for the transportation of any flammable liquid or any hazardous material, regardless of the quantity being transported, or whether loaded or empty, shall enter any tunnel or any access ramp to a tunnel listed in subsection 2509.6, nor shall an operator of any empty tank vehicle containing any residue, cutback tar, cement, or any other substance thinned with a flammable liquid enter any tunnel or any access ramp to a tunnel listed in subsection 2509.6.

2509.4 A new tank vehicle or tank trailer which has never been used for the transportation of a flammable liquid or a hazardous material may be permitted through a tunnel listed in subsection 2509.6; Provides, that the vehicle must be accompanied by an invoice, or other shipping paper, stating that the tank vehicle or tank trailer has never been so used.

2509.5 The term "hazardous material" as used in this section, means any material included in the term "explosives and other dangerous articles," as used in Title 18, United States Code, section 831-835.

2509.6 Vehicles in the categories described in this section are prohibited from entering the following tunnels or any access ramp to these tunnels:

(a) The I-95 freeway tunnel from the south portal, which is south of Independence Avenue, to the most northerly portal at K Street.

(b) The Ninth Street Expressway tunnel from the north portal at Madison Drive to the south portal, which is south of Independence Avenue.

1b. The Council of the District of Columbia has adopted Bill 6-348 "Hazardous Materials Study Commission Act of 1985" to establish a commission to study the risks related to the transport, storage, and use of hazardous materials in the area of the District of Columbia. This Bill is presently under congressional review and is scheduled to become law June 25, 1986.

Approximately 18 months from that date, the commission will suggest legislative, administrative rulemaking, and commercial management policies for the government of the District of Columbia and hazardous materials industry to adopt in order to best protect the metropolitan area from the broad range of potential risks posed by hazardous materials throughout the region.

QUESTION:

5. Within the Office of the Administrator (Page PW-WS-22) you show a redirection-in of $30,000 from Water Billing and Collection to centralize training funds and also request an increase of an additional $159,000 for training.

5(a) What training needs will be met with the $30,000 redirected-in from billing and collection?

5(b) What is the total amount presently available for training?

ANSWER:

5(a) Training customer service representatives on the proper manner to resolve customer complaints, and training in automatic data processing for personnel assigned to the billing and collection section.

5(b) A base budget of $30,000 is available in Water Billing and Collection. This was redirected-out to the Office of the Administrator in an effort to centralize all training activities. In addition, an additional $159,000 was requested increasing available training dollars to $189,000.

QUESTION

1. I notice on page VIII-5 of the District's budget document you are proposing to delete the following bill language: "or from apartment houses with four or more apartments, or from any building or connected group of buildings operating as a rooming or boarding house as defined in the housing regulations of the District of Columbia".

a. Please explain the reason for deleting this language.

b. Will the deletion of this language increase the workload for the District's sanitation crews?

-- If so, what are the additional costs and staff and where are they shown in the budget justifications?

c. How many buildings and units are impacted by this language?

ANSWER

1a. The language was deleted during the Council review of the budget.

1b. Yes. The District would have to absorb the now privately-serviced operations, resulting in significant costs including over $16 million in capitalization, $2 million in lost dump fee revenue, and over $5 million in annual operating requirements. These additional costs are not shown in the budget justifications.

1c. Approximately 170,000 dwelling units do not receive collection service by the city under current restrictions compared to 98,000 which do. If the language is deleted and/or the local regulations amended or change, we would have to service these 170,000 dwelling units.

WEDNESDAY, MAY 21, 1986.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WITNESSES

CARMEN TURNER, GENERAL MANAGER
JOHN S. EGBERT, DEPUTY GENERAL MANAGER
LAMAR DOTTER, DIRECTOR, OFFICE OF THE BUDGET
JOHN E. TOUCHSTONE, DIRECTOR, D.C. DEPARTMENT OF PUBLIC WORKS

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	85,121	...	94,688	...	96,500	...	98,500		+2,000
	Federal Funds	...	7,806	...	7,806	...	7,806	...	6,244	...	-1,562
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	92,927	...	102,494	...	104,306	...	104,744	...	+438
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	...	92,927	...	102,494	...	104,306	...	104,744	...	+438
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation	...		4,309		20,818		12,000			
	Grants & Other										
	TOTAL CAPITAL AUTHORITY	...		4,309		20,818		12,000			

AGENCY OVERVIEW

The Washington Metropolitan Area Transit Authority (WMATA) is responsible for providing safe and reliable public transportation to the Washington region. The Authority was created in 1967 through an Interstate Compact among the District of Columbia, the State of Maryland and the Commonwealth of Virginia. WMATA has been charged with the responsibility of operating an integrated passenger bus and rapid rail transportation system within the Washington metropolitan area transit zone. The Authority's responsibilities include the following: the development and operation of the Metrobus and Metrorail systems; the planning and construction of a 103-mile Metrorail system; the establishment of recommended fares; and the determination of funding sources for the various programs. During FY 1987, the Authority is expected to provide over 236,000,000 Metrorail and Metrobus passenger trips in the Washington metropolitan area.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $98,500,000, an increase of $2,000,000 over the approved FY 1986 approved budget. This represents the District's share of the Authority's operating subsidies. The FY 1987 request includes $58,303,000 for Metrobus operations; $29,500,000 for Metrorail operations; $10,331,000 for debt service; and $366,000 for Metrorail construction management.

Nonappropriated Budget Request

The nonappropriated budget of $6,244,000 in Federal assistance is provided to the Authority on the District's behalf. This represents a decrease of $1,562,000 or 20.0 percent below the anticipated FY 1986 level. The funds will be used to offset the operating deficit for Metrobus operations.

OB11/85.) *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: GENERAL (100)

AGENCY: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

PROGRAM IMPACTS

The District has determined a level of funding it can provide to support the Authority in FY 1987. The level of funding provided for the operating subsidies clearly demonstrates the District's commitment to regional mass transit and the provision of services to all residents, especially those who are transit dependent. The proposed level is consistent with prior spending patterns; represents the anticipated impact of Metrorail Subsidy share changes as a result of the opening of major segments outside of the District; and reflects the actual net cost in FY 1986 after annual audit adjustments. The annual audit adjustments have provided $3.6 million credit for the District in the last few years.

PROGRAM PERFORMANCE DATA

Listed below are program performance measures for Metrobus operations:

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Total Passengers (000's)	131,629	127,300	131,100	132,117
Scheduled Buses	1,425	1,412	1,357	1,329
Total Operating Costs (000's)	$219,154	$226,987	$234,843	$243,834
Total Revenues (000's)	$ 89,047	$ 87,411	$ 88,935	$ 92,887
Total Operating Assist. (000's)	$130,107	$139,576	$145,908	$150,947
Cost Per Passenger	$ 1.66	$ 1.78	$ 1.79	$ 1.84
Average Passenger Fare	$ 0.61	$ 0.63	$ 0.62	$ 0.70
Operating Assist. Per Passenger	$ 0.99	$ 1.10	$ 1.11	$ 1.14
Operating Ratio (Percent of Total Revenues to Costs)	40.6	38.5	37.9	38.1

Listed below is a brief overview of the performance indicators for Metrobus operations:

It is estimated that an additional 1,017,000 new passengers will utilize the bus system. This represents an increase of less than 1.0 percent over the FY 1986 level.

The scheduled bus fleet is expected to decline by 28. This represents a decline of 2.1 percent over the estimated 1986 level. Even though a decline is anticipated in the scheduled buses, as indicated above, the total number of bus passengers is expected to increase. The decline is due to the bus/rail interface.

The total operating costs for bus operations continue to escalate. From FY 1986 to FY 1987, the costs are expected to increase by $9.0 million or 3.8 percent.

Despite the decline in the scheduled bus fleet, the bus revenues for FY 1987 are expected to increase by $3,952,000. This represents an increase of 4.4 percent over the FY 1986 projected level. The increase in revenues is mainly attributable to additional passengers.

The cost per passenger is expected to increase to $1.84. This represents an increase of 2.8 percent over the estimated FY 1986 level.

For FY 1987, the average passenger fare is expected to increase by $0.08. The higher fare is due mainly to last fare increase for bus operations.

The operating assistance per passenger is expected to remain near the FY 1986 level. This almost constant value is due mainly to the increase in operating subsidy to offset the corresponding increase in bus passengers.

The percentage of revenues to total costs is expected to increase. For FY 1987, approximately 38.1 percent of the costs is expected to be offset by revenues; therefore, 61.9 percent of the costs will be borne by the local jurisdictions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: GENERAL (100)

AGENCY: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

Listed below is a brief overview of the performance indicators for Metrorail operations:

It is estimated than an additional 11,900,000 passengers will utilize the Metrorail system in FY 1987. This represents the first full year opening of the Orange line to Vienna. Since FY 1984, the number of passengers has increased by 29,195,000 or 33.2 percent.

The total operating costs are expected to increase by $24,814,000 or 13.1 percent over the estimated 1986 level. However, during the four year period, the total costs are expected to increase by $76,551,000 or 55.7 percent. For the same period, an additional 22.8 line miles and 13 new stations have been added to the system. In FY 1984, there were 46.8 line miles and 51 stations. In FY 1987, WMATA will be maintaining 69.6 line miles and 64 stations.

The total amount of revenues continues to increase. It is estimated that 65.6 percent of the costs will be offset by the revenues. Since FY 1985, the rail revenues exceeded the bus revenues. For the four year period, the rail revenues have increased by $56,126,000 or 66.6 percent.

The total operating subsidy is expected to increase by $7,379,000 or 11.1 percent. The incremental increase is due mainly to the good recovery rate of revenues for Metrorail operations.

The percentage of revenues to total costs continues to increase. For FY 1987, approximately 65.6 percent of the costs is expected to be offset by revenues; therefore, 34.4 percent of the costs will be borne by the local jurisdictions.

Listed below are program performance measures for Metrorail operations:

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Total Passengers (000's)	87,805	101,045	105,100	117,000
Total Operating Costs (000's)	$137,421	$173,277	$189,158	$213,972
Total Revenues (000's)	$ 84,287	$109,784	$122,978	$140,413
Total Operating Subsidy (000's)	$ 53,134	$ 63,493	$ 66,180	$ 73,559
Operating Ratio (Percent of Total Revenues to Costs)	61.3	63.4	65.0	65.6

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS 3

FUND (Name & Code): GENERAL (100)

AGENCY (Name & Code): WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

CONTROL CENTER		FY 1986 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1986 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Metrobus Operating Subsidy	...	56,634	...	56,303	...	58,303	...	+2,000	...	6,244					...	64,547
20	Metrorail Operating Subsidy	...	28,626	...	29,500	...	29,500	...	...							...	29,500
30	Metrorail Debt Service	...	10,111	...	10,331	...	10,331	...	...							...	10,331
40	Rail Construction Management	...	317	...	366	...	366	...	...							...	366
	TOTAL AGENCY	...	94,688	...	96,500	...	98,500	...	+2,000	...	6,244					...	104,744
OBJECT CLASS DETAIL 11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers		94,688		96,500		98,500		+2,000		6,244						104,744
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES		94,688		96,500		98,500		+2,000		6,244						104,744
	TOTAL AGENCY		94,688		96,500		98,500		+2,000		6,244						104,744
PERSONNEL SUMMARY	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: GENERAL (100)

AGENCY: WAHSINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

CONTROL CENTER: METROBUS OPERATIONS (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		METROBUS OPERATIONS														
	1.0	Increase for known cost increases.			56,303								...	+2,000	...	+2,000
		TOTAL CONTROL CENTER										...	...	+2,000	...	+2,000

DBII/80.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY

1 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

FY 1987 Capital Authority Request by Project Type	Number	Amount	FY 1987 Capital Authority Request by Project Objective	Number	Amount
Infrastructure	1	12,000	Restore Services		...
Public Facilities		...	Enhance Services		...
Institutions		...	Expand Services	1	12,000
Site Acquisition		...	Comply with Statute or Court Order		...
Major Equipment		...	Stimulate Economic Development		...
			Other		...
TOTAL	1	12,000	TOTAL	1	12,000

AGENCY OVERVIEW

The Washington Metropolitan Area Transit Authority (WMATA) is responsible for developing and operating the region's multi-jurisdictional public transportation system. WMATA provides bus and rail services for the District of Columbia and participating local jurisdictions in Maryland and Virginia.

The District, like the other participants, makes annual payments based on negotiations with WMATA for bus and rail operations, new Metrorail construction, bus capital programs, and the rail reliability program.

Over the past decade most of the District's payments to WMATA's capital program have been for Metrorail construction. Since 1976, the District has contributed $340.1 million toward Metrorail construction. To date, over 60 miles of the proposed 103-mile system have been completed, with a total of 60 stations.

The FY 1987 rail construction program will allow continued work on the Green Line from Gallery Place to U Street and between L'Enfant Plaza and Anacostia. When completed, the Green Line will extend north from Gallery Place to Greenbelt. The southern segment of the line will run from Gallery Place to Branch Avenue.

The Metrorail construction program for FY 1987 totals $343.8 million, of which $275.0 million is federally funded and $68.8 million is locally funded. Of the local match requirements, $19.0 million is provided through internally generated funds and the balance of $49.8 million, from state and local contributions. The District's share is $16.5 million based on the Fourth Interim Capital Contributions Agreement (ICCA-IV). Since WMATA reduced the FY 1985 rail capital contribution billings, the total new authority requested for FY 1987 is $12.0 million. Since WMATA reduced FY 1985 bus capital contribution billings, no new authority for bus capital is requested in FY 1987.

WMATA's bus and rail capital improvements programs include funding for the acquisition of new buses, construction and rehabilitation of maintenance facilities, and the rail reliability program. The rail reliability program includes funding for the rail car subsystems improvements, track replacement, support equipment, and project administration and contingency.

These capital programs support WMATA's efforts to improve bus maintenance and operations; to modernize the bus fleet, and to provide appropriate rail equipment and other items necessary for efficient, comfortable, reliable, and economical public transportation.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority: FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Metrorail	SA1	DW	1999	Site		...	...	...	
				Design		...	...	...	
				Project Management		...	...	...	
				Construction	*	12,000	103,205	74,105	
				Equipment		...	...	...	
				TOTAL	*	12,000	103,205	74,105	
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site		...	...	...	
				Design		...	...	...	
				Project Management		...	...	...	
				Construction	*	12,000	103,205	74,105	
				Equipment		...	...	...	
Agency Total:				TOTAL	*	12,000	103,205	74,105	

*Federal grants go directly to WMATA.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

Project Name Metrorail	Project Number SA1	Ward(s) DW	Project is: ☒ New Construction ☐ Renovation ☐ Repairs
Project Location District-wide	Estimated Completion Date 1999	Number of Square Feet NA	Useful Life (Years) 99

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...		...		...		...
Design	...		...		...		...		...
Project Management	...		...		...		...		...
Construction	12,000	*	103,205	*	74,105	*	189,310	*	189,310
Equipment	...		...		...		...		...
TOTAL AUTHORITY	12,000	*	103,205	*	74,105	*	189,310	*	189,310

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		12,000		12,000
FY 1988		...		...
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		12,000		12,000

CM 6/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☒
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☐
- Not Applicable ☒

Will the project cause the relocation of individuals or businesses?
- Yes ☒
- No ☐

Number: 83

See CAP 4 for further information

* Federal grants go directly to WMATA.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY ___ CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (KE)

Project Name	Project Number	Project Location
Metrorail	SA1	District-wide

PROJECT JUSTIFICATION

The Department of Public Works is requesting $12,000,000 in new capital authority for the District's rail construction contribution payments to WMATA. This requested capital authority and future requests will be used for structural work on the Green Line from Anacostia to U Street.

As a signatory to the multijurisdiction interstate compact that was established to build and run the mass transit system, the District of Columbia is required to make capital contribution payments. The statute that created Washington Metropolitan Area Transit Authority is Public Law 89-774, Washington Metropolitan Area Transit Authority Compact, amended by public laws 92-349, National Capital Transportation Act of 1972; 92-517, National Capital Area Transit Act of 1972, and 94-306, Metro Transit Police Act of 1976. The continued construction will improve the District's public mass transit system.

OPERATING BUDGET IMPACT

Due to the newly expanded rail system, increases in operating costs may exceed revenues. In that case, costs will be subsidized by local jurisdictions as part of the signatory agreement.

IMPACT ON THE COMMUNITY

With the court-approved Green Line route, 83 businesses and homes will need to be relocated. Seventy-three residential units, nine commercial units, and one institution will be displaced when construction begins in the early 1990's.

The stations for the new Green Line route that were approved in a court decision of January 1985 are Congress Heights, Southern Avenue, Naylor Road, Suitland, and Branch Avenue. By 1990, the increased ridership from U Street to Anacostia will be 45,000 persons. Each additional station beyond U Street and Anacostia will increase ridership by 4,000.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia.

SCOPE OF WORK

This project will include the following work:

- -- Structural work on the Green Line from Anacostia to U Street;
- -- Rail car subsystems improvements;
- -- Track replacement;
- -- Support equipment;
- -- Project administration and contingency; and
- -- Real estate acquisition.

Mr. **Dixon**. I understand you are also here with the Washington Metropolitan Area Transit Authority. In what capacity?

Mr. **Touchstone**. The Office of Mass Transit falls under the Department of Public Works, and the subsidy from the District of Columbia that is given comes out of my budget. The staff that does the analysis is in the Office of Mass Transit.

BUDGET REQUEST OF WMATA

Mr. **Dixon**. We also have with us Mrs. Carmen Turner, the General Manager for WMATA, the Washington Metropolitan Area Transit Authority. The Washington Metropolitan Area Transit Authority is requesting $98.5 million for fiscal year 1987, a net increase of $2 million above the fiscal year 1986 appropriation level.

It is always nice to have you with us, and if you have a statement for the record, I would be pleased to receive it at this time. And Mr. Touchstone, if you have one we will place it in the record following Mrs. Turner's.

PREPARED STATEMENT OF GENERAL MANAGER OF WMATA

[The statement of Ms. Turner follows:]

STATEMENT BY CARMEN E. TURNER
GENERAL MANAGER
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
BEFORE
THE SUBCOMMITTEE ON DISTRICT OF COLUMBIA
COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES
MAY 21, 1986

Mr. Chairman and members of the Committee, I appreciate this opportunity to testify before you today, along with officials from the District of Columbia. I want to express my appreciation to Mayor Barry, his staff, and the City Council for submitting a $98.5 million appropriation request for our operating program and a $12 million request for our capital program. I will brief you today on where we are at the Washington Metropolitan Area Transit Authority on our rail construction program and on our operating program.

This will be my third year as General Manager of the Washington Metropolitan Area Transit Authority. I will tell you at the outset that notwithstanding the inherent difficulties of running a transit system as complex as Metro, I enjoy my job. We have, perhaps, the most supportive Board a transportation system could have. Our District of Columbia Board members have made a major contribution to the operation and construction of this system. We have a dedicated, professional and loyal workforce that runs our buses and trains like clockwork. And we have a product -- the transportation of millions of Americans -- in which I take tremendous pride. As we have extended our rail system to 60 miles, as our ridership grows, as our cost-recovery continues to improve, and as we take creative steps to reduce our construction costs, you will find the people at Metro -- from the bus drivers to the contract officers -- making even more improvements in the future. And I am looking forward to opening service to Vienna this summer. Metro is truly making a difference in improving the quality of urban life in this region. I will talk further about these successes later.

WMATA was specifically created by the Congress in order to construct a rail system in the nation's capital. The Congress did so upon the urging of a succession of administrations of both parties, which recognized the importance of such a system to the vitality of the capital region and to the operations of the Federal government. In enacting the original authorizing legislation, the Congress deliberately created a very special Federal/local partnership in order to construct a premier subway worthy of the nation's capital. The system was designed to serve the transportation needs of this region's citizens, including the many people who are employed by the Congress and Federal agencies, those who do business in the national capital region, as well as numerous visitors from all over the country and the world.

One of my greatest challenges as General Manager has been to maintain the momentum of our construction program. In order to meet that objective, we must assure that we receive sufficient funds to keep construction going at a reasonable pace. We recognize and appreciate the severity of the financial problems facing this nation, and we have been and will continue to contribute our share in alleviating those problems. However, we are concerned that mass transportation, and particularly Washington Metro have been targeted by this administration for an excessive and disproportionate share of that burden.

WMATA was scheduled to have received the full $1.7 billion authorized under Stark-Harris by FY 1987. To date less than $1 billion of this total has been appropriated and WMATA has received only about half of the amounts appropriated. Only last year, the administration established planning guidance of $275 million as the funding level for FY

1987. It was on the basis of this guidance that we negotiated the regional construction agreement which we call the Fourth Interim Capital Contributions Agreement.

We recognize that even the $275 million for FY 1987 established last year may be more than we can reasonably expect in these times of tight budgeting. Therefore, in order to meet our continuing construction needs, we are asking Congress to appropriate $250 million in FY 1987. We believe that this amount is necessary to maintain reasonable construction schedules, to hold together the team of experts required to undertake such a complex project, and to accommodate the legitimate transportation needs of the District of Columbia, Maryland and Virginia, which encompass the eight separate local governmental jurisdictions that make up the WMATA compact. The Senate, in its 1987 budget resolution, has recommended continued funding for Metrorail construction. We appreciate this support and would welcome any support that this Committee could provide.

We believe, Mr. Chairman, that the Congress, the administration, and WMATA all have the same objective: to provide the best possible coordinated transportation network for the Washington metropolitan area, including high quality, safe and reliable public transportation. We recognize that we may have different strategies for achieving that objective, but with your help in appropriating FY 1987 funding for continued Metrorail construction we believe that we will be moving toward accomplishing that objective.

Last year, in testifying before the House Appropriations Committee, the UMTA administrator stated that "this Administration affirms its commitment to complete funding under the Stark-Harris Authorization." We were very pleased when the administrator indicated recently in testimony before the House District Subcommittee on Government Operations and Metropolitan Affairs that he believed that there would be an FY 1987 appropriation for WMATA rail construction.

CONSTRUCTION PROGRAM

On this map (Chart 1) I would like to show you the full 103-mile system, and the 89.5 miles of that total which could be built with the Stark-Harris authorization. The map shows, at its farthest extents on all lines, the full Adopted Regional System. We are already operating the Red Line from Shady Grove to Silver Spring, the Yellow Line from Gallery Place to Huntington, the Blue Line from Addison Road to National Airport, and the Orange Line from New Carrollton to Ballston, and will open the remaining 9 miles of the Orange Line to Vienna one month from today. Currently construction is under way on the Red Line from Silver Spring to Wheaton, on the inner Green Line between U Street and Gallery Place and from Waterfront to Anacostia, and on extending the Yellow Line from King Street to Van Dorn. We have broken ground on the Prince George's portion of the Green Line which will eventually extend from Fort Totten to Greenbelt. These areas, in which construction is now ongoing, constitute the portions of the full Adopted Regional System which were defined in ICCA-IV to be funded using the Stark-Harris authorization. Just recently, I was pleased to participate in the "holing through" ceremony as the tunnels from Wheaton and from Forest Glen were connected. I am heartened by our construction progress, but concerned that without the continued availability of Federal funds, the construction program will be severely disrupted.

There has been substantial discussion about "operable segments" and "usable facilities." It certainly has always been WMATA's goal to build only segments which could operate and facilities which are usable. The difference in point of view does not relate to whether what we build is usable or operable, but to the sequence in which we build and the level of funding which is assumed to be available for the construction.

The National Capital Transportation Act of 1965 which created Metro and the National Capital Transportation Amendments of 1979 (the Stark-Harris authorization) are both predicated upon the construction of the full Adopted Regional System and multi-year funding, not small segments to be funded over one or two years. Thus our construction program is designed within the context of constructing a full system to take advantage of cost saving opportunities whenever they arise, within that system.

One way that we try to minimize cost increases and accommodate construction opportunities, which are difficult to obtain in our urban area, is to move a project when it is ready to go. Thus, if we have agreed with UMTA that we will build three miles of the Red Line with a given grant and property becomes available for the third mile out, if we receive a good bid, we go ahead and construct that part while we work to remove impediments to building the inner segments. If we had waited for all the law suits in Tenleytown and Friendship Heights to be settled before we built the Grosvenor station, it would have cost twice what it did. Yet we are charged with "costing money" by building the station too early. Quite the contrary, I believe we should be praised for saving money by building when the conditions were propitious.

I would also like to discuss the Waterfront Station. That station is part of our Adopted Regional System. It was intended to be constructed using multi-year authorizations and continuing appropriations. No one has ever quarrelled with the propriety of a station at Waterfront.

Construction was proceeding as planned on the Anacostia segment, of which that station was a part, when a Federal judge ruled that Federal environmental procedures required a whole new public hearing and decision process on the remainder of the line. In retrospect, we should have paid closer attention to procedural details. As a result of the court ruling, construction was halted while we carefully followed the complex new process, and costs mounted as construction was delayed. We finally decided on the line location, using the open and documented process prescribed. Any deviation, such as consulting first with Federal officials, would have been contrary to the open public procedure, and would have jeopardized the resolution of pending litigation. Waterfront Station was built in 1974 for $16 million. Today, Mr. Chairman, Waterfront would cost us $30 million to build -- almost twice the actual cost.

As a result of our most recent guidance from the Administration in March of this year, the WMATA Board of Directors adopted in principle, and sent to the jurisdictions for their approval, a construction plan which would, we believe, meet the UMTA requirements that the only Federal contribution to Metrorail construction would be the FY 1985 and FY 1986 appropriations, and that funds would be applied only to segments which could be brought to revenue operations using the resources identified in the plan. We are working to achieve the agreement of all jurisdictions on this plan. The two year appropriation limit makes this especially difficult since the FY 1985 and FY 1986 funds do not provide sufficient funds to carry out a construction program consistent with the regional plan, which will make operational the Green Line in the District of Columbia from Anacostia to U Street and provides for substantial construction on this line in Prince George's County. It would be unfair to our citizens and destructive to the regional coalition necessary to operate Metro, for construction in one of the region's most transit dependent areas not to proceed. They have been contributing to the construction of the system from the beginning and we must build their line.

In order to accommodate the required construction program and to guarantee the construction of operable segments, we propose to reprogram funds which would otherwise have been used for important bus and rail rehabilitation and replacement projects, thereby delaying those projects, and we are requesting that local jurisdictions commit now to make available the match for expected future Federal appropriations. This is an interim arrangement to underpin the rail construction program pending the availability of FY 1987 funds. We recognize that it puts us at great risk. Without the FY 1987 appropriation, these critical projects would be forfeited. This proposed plan has forced us to make some very tough choices, within the limited resources available, between urgently needed projects, and has required the jurisdictions to take a substantial risk in advancing future year match. It also involves the sacrifice of projects critical to each jurisdiction, as well as extra funding provided to Metro earlier than planned. This regional plan provides for construction of the full 89.5 miles within Stark-Harris as set out in ICCA-IV and has three integral parts.

In the first year of this plan, funds would be reprogrammed from other projects, which would be delayed, and local jurisdictions would commit now to make available the match for the FY 1987 Federal appropriation level included in ICCA-IV. The aggregation of these funds would permit operable segments to be built to Wheaton, to Van Dorn, from U Street to Anacostia, and from Fort Totten to Prince George's Plaza. Receipt of the FY 1987 Federal funds allows us to use the already committed funds as the local match and to ask for an advance commitment of FY 1988 match from the jurisdictions. The FY 1987 appropriation and the FY 1988 local match, also covered by a Letter of No Prejudice, would allow construction to College Park. This appropriation would also allow us to undertake some of the important projects which had been delayed. Receipt of the FY 1988 appropriation enables us to repeat the process to build to Greenbelt.

Together the three phases represent a comprehensive construction program. The $250 million FY 1987 construction appropriation which we are requesting from Congress supports this extended plan.

OPERATIONS

Mr. Chairman, I am, I believe, justifiably proud of Metro, of what we have accomplished, and of the major positive effect we have had upon the Washington metropolitan area. Both the construction of the system and its operation are widely considered to be exemplary.

The adopted FY 1987 WMATA operating budget stabilizes fares at the same level for the third consecutive year. While we will expand our rail service by opening 9 new miles and will be extending Sunday rail service to midnight, the subsidy provided by the local jurisdictions will increase only 5% compared to the budget adopted for FY 1986. Further the budget establishes a funded depreciation account as a reserve for future replacement and rehabilitation needs.

The efficient and cost-effective operation of Metro has resulted in one of the highest cost-recovery ratios, our revenues compared to our costs, in the nation. At present on our subway system we are recovering 68% of operating costs from farebox and other revenues. On our bus lines we now recover 39% of costs for an overall cost recovery ratio this year and in our FY 1987 budget of 52%. That Mr. Chairman, is a statistic of which we are proud. This budget reflects our continued emphasis upon improving service while controlling costs and maintaining a responsible and business-like financial posture.

As a result of what we have done, transit service here is enthusiastically accepted by the public. As you can see from Chart 2, over the last 10 years, rail ridership has grown dramatically as we have opened various portions of the system. We now carry

430,000 passenger trips per day on rail and bus ridership has increased slightly. Soon after we open our new rail service to Vienna this summer, we will provide nearly one million trips every weekday on both bus and rail, thereby removing as many as 200,000 cars each day from our congested roads, saving substantial sums on road construction and maintenance, as well as improving the quality of our urban life.

All this is occurring not just because we are building and operating the system, but because we are making it more attractive, safer, and more reliable. Visitors marvel at the cleanliness of our stations, trains, and buses. Chart 3 shows the injuries of any sort, including slips, falls, and twisted ankles, to passengers for every million passengers we carry. Our safety on both bus and rail has improved constantly. And the same can be said of the reliability of our service. Chart 4 shows how many miles a rail car or bus travels between service interruptions -- a problem which causes a substantial delay or removal of the vehicle from service. You can see that we are always doing better. With your permission, Mr. Chairman, I would like to submit copies of these and other charts I use in this statement for the Record.

The quality and reliability of bus service in the District of Columbia has improved dramatically over the last three years. A number of the older less reliabile buses have been retired from the fleet; 260 GMC buses were completely rehabilitated by contract and 146 of these are operating in the District of Columbia.

An in-house enhancement program has provided an additional 339 buses which were rebuilt in our WMATA shops for service in the District. The reliability of the City's service has increase 16.6% during the past year when measured against the total service interruptions. The percentage of bus trips completed has also improved from 99.28% to 99.33% while overall bus availability has increased 2%.

In order to main and continue these improvements in quality of service, our preventative maintenance and quality assurance programs must be supported by a capital improvements program. We know that our bus fleet is one of the oldest in the nation (bus age averages 9.2 years) and that some of our garages must be renovated or replaced.

METROBUS GARAGE PROGRAM

We are continuing to work on the renovation of Northern Garage and the site selection and acquisition for a new Southeastern or Southwestern Garage. Renovation work on Northern Garage is continuing in a phased, sequential manner to minimize disruptions to bus service and maintenance operations, to minimize any adverse impacts on the community and to accommodate incremental funding. Phase I construction of a sound barrier wall was completed in July 1983. Phase II (Part I) construction of regional offices including a new community meeting room in a corner of the garage is currently underway and is scheduled to be completed in March 1986. Phase II (Part II) design for renovation of the upper level area is underway, including efforts for real estate acquisition for two privately owned parcels at the south side of the garage building. Renovation of the upper level is scheduled to be completed in late 1987 followed by renovation of the lower level in early 1990.

Environmental impact analysis for a site for the Southeastern Garage/ Southwestern Garage in the southwestern part of Washington, D.C., owned primarily by Pepco, has been suspended pending analysis of alternative sites. Currently WMATA is assessing the site owned by Washington Gas Light Company for location of this facility. Real estate acquisition and final design is scheduled to be completed by late 1987 with a construction start in early 1988 and construction completion in mid-1990.

FEDERAL CITY COUNCIL STUDY

On March 11, the Federal City Council released an unprecedented long-term financial evaluation of our system. The principal goal of the study was "to achieve a regional consensus regarding what the region's total transit costs and revenues are likely to be through the year 2000." The study examined three aspects of Metro's costs: the annual cost of operating the bus and rail system, the eventual cost of rehabilitating or replacing equipment and facilities, and the cost of constructing the remainder of the rail system. We welcome the analysis as a planning and management tool.

One of the most significant findings in this report is that when the system has reached the full 103 miles and the level of rail service has doubled, the fiscal burden on the average taxpayer of the area jurisdictions, currently about 2.5% of the local governmental budgets, is not going to increase, and our 52% cost recovery will remain stable. Replacement and modernization costs for items such as escalators, floor tiles, track, and signalling are projected to reach $157 million per year in the year 2000 and are expected cost increases that any transit system, in fact, any business -- such as a phone company, a trucking firm, or any manufacturing facility -- would experience with age. Our goal is to meet or reduce these future costs through improved maintenance and an aggressive fiscal plan that acknowledges our responsibility and the continued Federal partnership. With the new depreciation reserve we have already started to do that.

There has been much discussion about the ridership estimates in the FCC study. As the FCC report points out, the patronage were "intended to serve as a tool for projecting total rail and bus revenue." For this reason, very conservative assumptions were used, resulting in what we would consider to be unduly low ridership estimates. For example, the study projected rail ridership for the year 2000, with the full 103-mile system in place, of only 537,000 per day. In the first week of April, with 60 miles in operation, daily rail ridership was 430,000, and we expect to add 20,000 daily riders after the Orange Line is extended this summer. So we expect to reach the FCC figure well before the year 2000 and before we complete the entire system.

Projecting ridership is exceptionally difficult, however, and we recognize the hazard of making multiple assumptions many years in advance of actual operations. We are often taken to task for not meeting the overly optimistic assumptions of planners 20 years ago who projected vastly different population and job levels and distributions than have actually come about. Yet the recently opened Red Line extension has attained ridership levels well in excess of all our expectations and predictions - so much so that we receive complaints that trains depart Shady Grove with all seats taken, and are full by the time they leave Twinbrook. The issue, really, is not whether we are meeting some previous well-intentioned but out-dated forecast. The issue is whether we are providing a needed and desired transit service. When the trains are full during rush hours and at lunch time, and high ridership is sustained throughout the day, it seems pointless to argue about past projections. We are clearly doing what the system was intended to do. We are carrying people -- a total of 22 million trips on bus and rail last month.

REGIONAL TAX

Let me address the regional tax issue. In enacting the Stark-Harris authorization, the Congress required that a "stable and reliable" source of funding for future Metro costs be established. Each jurisdiction demonstrated, through existing or new legislation at the local or state level, that it had the capacity and an identified source of revenues to cover its contribution to WMATA. DOT reviewed these provisions and certified that WMATA did indeed have a "stable and reliable" funding mechanism. WMATA is a regional compact which for two decades has recognized and appreciated the unique needs of Maryland, Virginia, the District of Columbia, and the eight local jurisdictions with often conflicting transportation priorities. Despite these differences, the member jurisdictions have never failed to meet their obligations to subsidize operations, nor have we ever failed to provide local match for any Federal grant. Yet this Administration persists in attempting to usurp our legitimate local prerogative by demanding that we establish a dedicated regional tax. This region may someday pass a regional tax. However, it seems to me, Mr. Chairman, that so long as we meet our obligations, how we do so is a local matter.

IMPACT OF THE SYSTEM

Metrorail has had a profound effect upon not only the transportation, but also the economy and development of the Washington metropolitan area. Approximately 23,500 construction jobs are attributable to the system and related development, and more than half of all new jobs in the region are located near transit stations. I am proud that we pioneered and today are a model for joint development efforts, and continue to search for ways to optimize the public-private partnership that is the essence of our system.

Nearly 500 commercial projects, representing a private investment exceeding $2 billion, have been started near rail stations, and at least $5 billion in additional development is on the drawing boards. Over the last 5 years 41% of all office development and 36% of all non-residential development in the region has occurred at Metro stations. A recent study indicated that development at Metrorail station sites in Virginia alone will produce $660 million in additional state tax revenue and will create

34,000 new jobs, 15.7 million additional square feet of office and retail space, 2,300 new hotel rooms, and 8,800 residential units.

Beyond the statistics, we can all see the revitalization which Metro has brought to this region. The rebirth of downtown -- the Connecticut Connection, Metro Center, and others -- the construction at each station along the Orange Line in Virginia, the vast development on Rockville Pike, and the new offices in Bethesda and Silver Spring are evidence of the enormous economic power of Metrorail. Today construction cranes surround stations as thousands of square feet of commercial space are built. The investment which is made in Metro is an investment in the economy of this region and therefore also in the continued economic strength of the nation.

CONCLUSION

Mr. Chairman, Metrorail is not a panacea for the transportation problems of the Washington area. Nor was it designed to meet all the transport needs of this region. Even when it is complemented by our extensive network of Metrobus routes, as well as the growing bus services provided by various local jurisdictions and private enterprise, public transportation as a whole is not intended to be all things for all people. Transit is an integral part of a comprehensive regional transportation network in which each element plays an important function. We do not expect I-270, the beltway, or the Shirley Highway to solve all our transportation problems. Instead we work to improve each element, to coordinate the various services and facilities, and to assure that together they provide an effective system.

We believe that we are doing our part at Metro to make public transportation an important and useful part of that system. Metro is healthy, and our steadily increasing ridership and broad public support are evidence to the critical nature of our service. With reliability and safety continuously improving, with fares held constant, with operating costs growing only slightly as the system expands, we believe that we are doing our job and doing it well. With the help of the administration and the continued support of the Congress we will do even better.

Mr. Chairman, Metrorail is not just a subway. It is the nation's subway. It is a lifeline of this region's economy. It is the basis for a revitalization and transformation of this urban area. It contributes immeasurably to the quality of life here, and helps to make the nation's capital a city of which we can all be proud. Washington is the symbol of our nation, the face we show the world. We want it to be a special place, and Metrorail helps to make it just that.

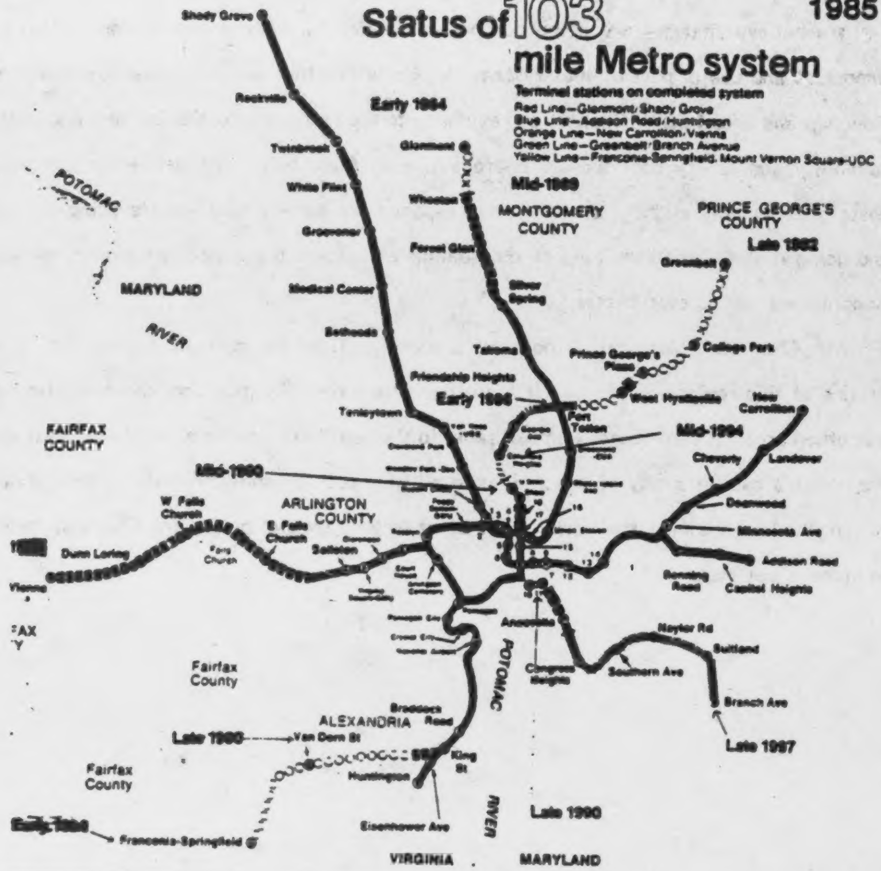
CHART 1

October
1985

Status of 103 mile Metro system

Terminal stations on completed system

Red Line—Glenmont/Shady Grove
Blue Line—Addison Road/Huntington
Orange Line—New Carrollton/Vienna
Green Line—Greenbelt/Branch Avenue
Yellow Line—Franconia-Springfield, Mount Vernon Square-UDC


Shady Grove
Rockville
Twinbrook
Early 1984
Glenmont
White Flint
Wheaton
Mid-1989
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY
POTOMAC
Grosvenor
Forest Glen
Late 1992
Greenbelt
MARYLAND
Medical Center
Silver Spring
RIVER
Bethesda
College Park
Takoma
Prince George's Plaza
Friendship Heights
Early 1986
West Hyattsville
New Carrollton
Tenleytown
Fort Totten
FAIRFAX COUNTY
Mid-1994
Cheverly
Landover
Mid-1990
W Falls Church
ARLINGTON COUNTY
Deanwood
E Falls Church
Minnesota Ave
Dunn Loring
Ballston
Addison Road
Vienna
Benning Road
Capitol Heights
Anacostia
Naylor Rd
Suitland
Fairfax County
Congress Heights
Southern Ave
Branch Ave
POTOMAC
Braddock Road
ALEXANDRIA
Late 1987
Van Dorn St
King St
Fairfax County
Huntington
RIVER
Late 1990
Franconia-Springfield
Eisenhower Ave
VIRGINIA
MARYLAND

LEGEND

▬○▬ Operating Lines 60.46 miles 60 stations
▦▦▦ Under Construction 15.97 miles 10 stations
○○○●○○ Under Final Design 17.16 miles 9 stations
▬●▬ Remainder of System 9.37 miles 8 stations
Projected start of operations for this segment based on approved schedule. Applies to all stations inbound from this point.

Total mileage—102.96
Total stations—87

1. Farragut North
2. Farragut West
3. McPherson Square
4. Metro Center
5. Federal Triangle
6. Smithsonian
7. L'Enfant Plaza
8. Federal Center SW
9. Capitol South
10. Waterfront
11. Navy Yard
12. Eastern Market
13. Potomac Ave
14. Stadium-Armory
15. Archives
16. Judiciary Square
17. Gallery Place
18. Mt Vernon Sq-UDC

CHART 1

Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W., Washington, D.C. 20001
Office of Public Affairs

MEASURED IN MILES BETWEEN SERVICE INTERRUPTIONS

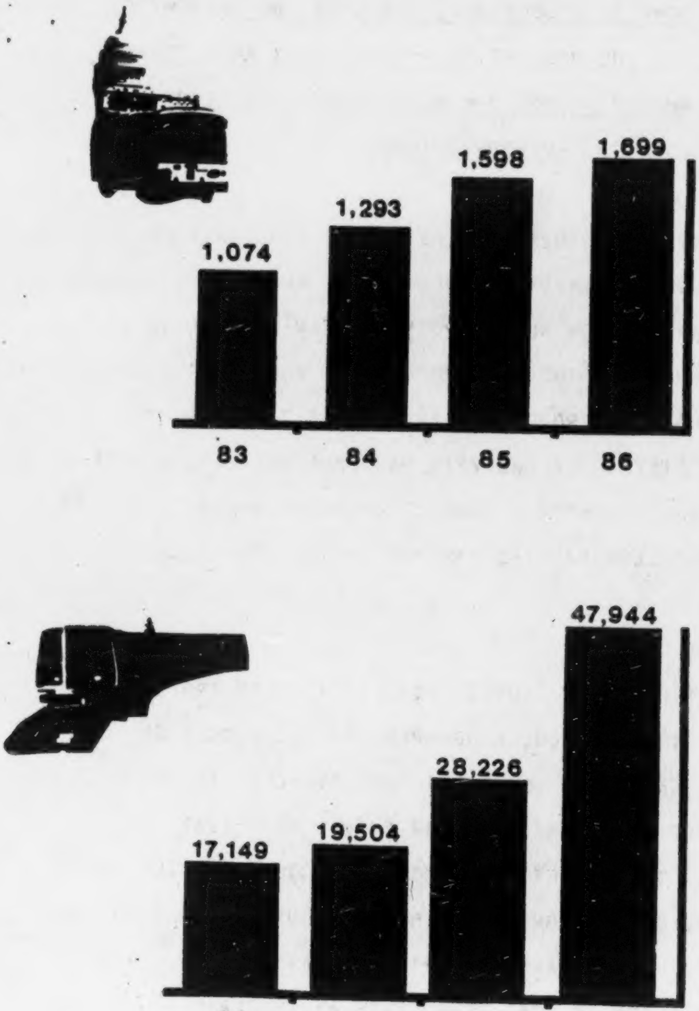


CHART 4

PREPARED STATEMENT OF JOHN TOUCHSTONE, DIRECTOR, DEPARTMENT OF PUBLIC WORKS

[The statement of Mr. Touchstone follows:]

STATEMENT OF JOHN E. TOUCHSTONE, DIRECTOR, DEPARTMENT OF PUBLIC WORKS, ON THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BUDGET BEFORE THE HOUSE SUBCOMMITTEE ON APPROPRIATIONS

MR. CHAIRPERSON, AND OTHER MEMBERS OF THE SUBCOMMITTEE ON APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA, I AM JOHN E. TOUCHSTONE, DIRECTOR, DEPARTMENT OF PUBLIC WORKS. I AM PLEASED TO APPEAR BEFORE THIS COMMITTEE TODAY IN SUPPORT OF THE FY 1987 BUDGET FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA). THE DISTRICT ALONG WITH MARYLAND AND VIRGINIA IS A SIGNATORY TO THE INTERSTATE COMPACT CREATING WMATA. IN THAT ROLE WE ARE A FULL FINANCIAL PARTNER IN THE OPERATIONS OF THE AUTHORITY.

THE APPROPRIATED BUDGET REQUEST FOR FISCAL YEAR 1987 IS $98,500,000. IN ADDITION, A NONAPPROPRIATED BUDGET OF $6,244,000 IS ESTIMATED IN FEDERAL ASSISTANCE. THEREFORE, THE TOTAL GROSS BUDGET REQUEST FOR FISCAL YEAR 1987 IS $104,744,000. THE BUDGET HAS TAKEN INTO CONSIDERATION THE COST OF LIVING ESCALATION, A CONTRACTING BUS SYSTEM WITH SOME INADEQUATE FACILITIES, AND AN EXPANDING RAIL SYSTEM. THE BUDGETARY LEVEL FOR FY 1987 REPRESENTS AN INCREASE OF $438,000 OR LESS THAN 1/2 PERCENT ABOVE THE FY 1986 APPROVED BUDGET. THE OPERATING BUDGET IS DIVIDED INTO FOUR DISTINCT CATEFORIES: METROBUS OPERATIONS, METRORAIL OPERATIONS, METRORAIL DEBT SERVICE, AND RAIL CONSTRUCTION MANAGEMENT.

THE MAJOR HIGHLIGHTS OF THE FY 1987 BUDGET ARE:

METROBUS OPERATIONS

THE BUDGET RECOMMENDS $58,303,000 FOR FY 1987, AN INCREASE OF $2,000,000 OR 3.55 PERCENT ABOVE THE CURRENT BUDGET. THE INCREASE IS MAINLY ATTRIBUTABLE TO INFLATION. THE FY 1987 BUS SERVICE LEVEL WILL BE AT THE FY 1986 LEVEL, WITH SLIGHT ADJUSTMENTS FOR THE BUS/RAIL INTERFACE. NO FARE INCREASE IS ASSUMED IN FY 1987.

THE DISTRICT METROBUS SUBSIDY OPERATES OVER 106 ROUTES AND SERVES AN AVERAGE WEEKDAY RIDERSHIP OF OVER 240,000. SERVICES VARY FROM RUSH HOUR EXPRESS TO NEIGHBORHOOD FEEDER ROUTES. METROBUS OPERATES 24 HOURS A DAY, SEVEN DAYS A WEEK, IN CERTAIN AREAS OF THE CITY. OF WMATA'S SCHEDULED BUS FLEET OF 1,329 BUSES, OVER 800 ARE DEDICATED TO SERVICE IN THE DISTRICT. THE DISTRICT PAYS 51.2 PERCENT OF THE OPERATING COSTS FOR THE BUS SYSTEM AND RECEIVES 57.7 PERCENT OF THE REVENUES. BUSES IN THE DISTRICT'S GARAGES OPERATE IN EXCESS OF TEN HOURS PER DAY.

BUS SERVICE WILL CONTINUE TO BE THE BACKBONE OF THE TRANSIT SERVICES PROVIDED TO DISTRICT RESIDENTS.

A LARGE PORTION OF THE DISTRICT'S CITIZENS WILL NEVER BENEFIT FROM THE RAIL SYSTEM. THEREFORE, IT IS IMPORTANT THAT WE MAINTAIN AN EFFICIENT BUS SERVICE TO ADDRESS THIS NEED. THERE MUST BE A CONTINUED CAPITAL PROGRAM FOR THE PURCHASE OF NEW AND REHABILITATED BUSES AND FOR THE CONSTRUCTION AND RENOVATION OF THE DISTRICT'S GARAGES.

METRORAIL OPERATIONS

THE BUDGET RECOMMENDS $29,500,000 FOR FY 1987, NO CHANGE FROM THE FY 1986 LEVEL OF $29,500,000. THE FY 1987 BUDGETARY LEVEL IS POSSIBLE DUE MAINLY TO THE HIGH RECOVERY RATE FOR METRORAIL OPERATIONS. IT IS ESTIMATED THAT 65.6 PERCENT OF COSTS WILL BE GENERATED FROM REVENUES.

THE FY 1987 METRORAIL PROGRAM INCLUDES THE FULL YEAR OPERATION OF THE ORANGE LINE TO VIENNA. WITH THE OPENING OF THE ORANGE LINE TO VIENNA, THE AUTHORITY WILL BE OPERATING AND MAINTAINING 64 STATIONS AND 69.6 LINE MILES.

THE FY 1987 BUDGET ALSO INCLUDES AN ESTIMATED $277,000 FOR THE CONTINUATION OF THE REIMBURSEMENT FOR PATRONS AT STATIONS EAST OF THE ANACOSTIA RIVER. NO FARE INCREASE IS ASSUMED FOR METRORAIL OPERATIONS. THE DISTRICT'S CONTINUED SUPPORT OF METRORAIL DEMONSTRATES OUR COMMITMENT TO THE COMPLETION OF THE 103-MILE SYSTEM.

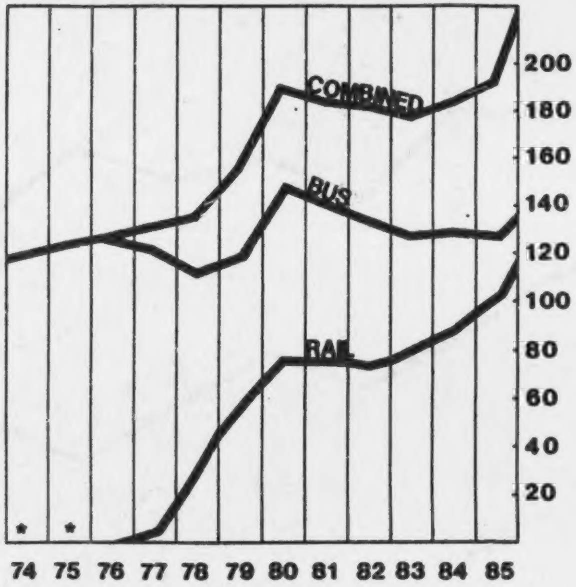
WE CONTINUE TO REPORT PROGRESS ON CONSTRUCTION OF THE METRORAIL INNER CITY GREEN LINE. WE BELIEVE THAT THE MAJOR STRUCTURAL CONTRACTS WILL REMAIN ON SCHEDULE FOR THE SECTION BETWEEN 14TH AND U STREETS, N.W. AND ANACOSTIA STATION S.E.

HOWEVER, WHILE WE REMAIN OPTIMISTIC AS TO THE TIMELY COMPLETION OF THE MAJOR STRUCTURAL CONTRACTS, WE ARE MORE CAUTIOUS AS TO THE PROSPECTS FOR THE ANCILLIARY FINISH AND STAGE WORK. THESE CONTRACTS COMPRISE TRACK WORK, AUTOMATIC TRAIN CONTROL, ESCALATORS AND STATION FINISH, ETC., AND ARE FUNDED IN THE OUTER YEARS. THEY COULD BE VERY SUSCEPTIBLE TO FEDERAL BUDGET CONSTRAINTS AND ANY WITHOLDING OF FEDERAL CONSTRUCTION GRANTS COULD IMPACT THE OPERATIANG TIMETABLE NOW SCHEDULED FOR LATE 1991.

CHART 2

TRANSIT RIDERSHIP

FY-1974 THRU FY-1985



* BEFORE RAIL OPERATION

Note: Right margin of chart reflects Calendar 1985 ridership.

PASSENGER INJURIES PER MILLION PASSENGERS

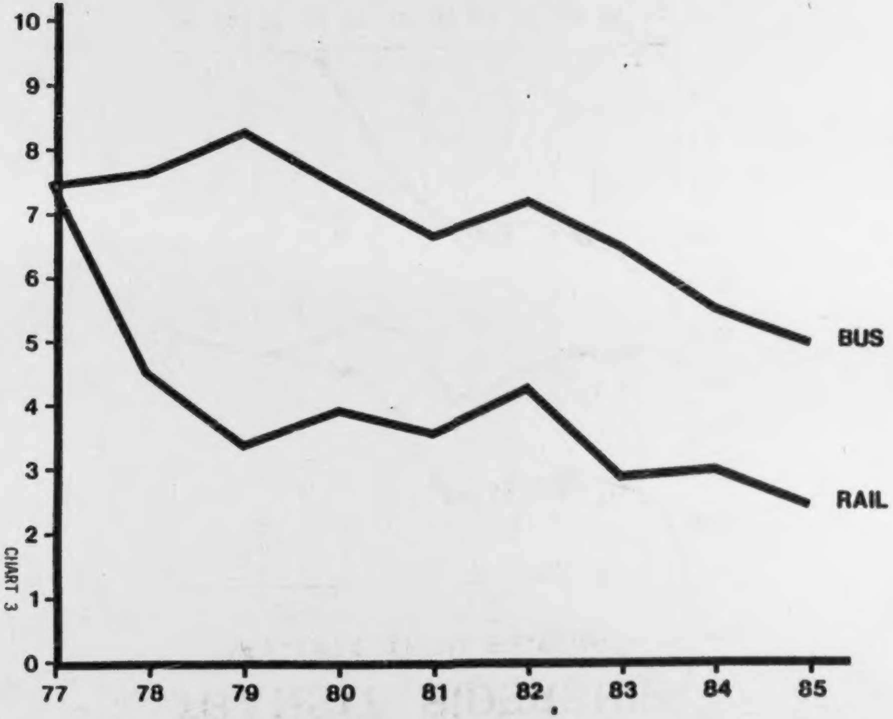


CHART 3

METRORAIL DEBT SERVICE

THE FY 1987 APPROPRIATED BUDGET REQUEST FOR METRORAIL DEBT SERVICE IS $10,331,000, NO CHANGE FROM THE FY 1986 LEVEL. THE DISTRICT OF COLUMBIA IS REQUIRED TO FUND PART OF THE INTEREST AND PRINCIPAL ON THE AUTHORITY'S BONDS. IN FY 1987, WMATA'S BOND INTEREST PAYMENTS WILL TOTAL $27,484,194.

RAIL CONSTRUCTION MANAGEMENT

THE FY 1987 APPROPRIATED BUDGET REQUEST IS $366,000, NO CHANGE FROM THE FY 1986 LEVEL. THE FY 1987 REQUESTED FUNDING WILL OFFSET ADMINISTRATIVE AND SUPERVISORY COSTS FOR METRORAIL CONSTRUCTION.

THE FY 1987 BUDGET CLEARLY REFLECTS THE DISTRICT'S CONTINUED COMMITMENT TO REGIONAL MASS TRANSIT AND THE PROVISION OF SERVICES TO ALL RESIDENTS, ESPECIALLY THE TRANSIT DEPENDENT.

THANK YOU MR. CHAIRPERSON. MR. C. BERNARD GILPIN, THE DISTRICT'S ALTERNATE DIRECTOR FOR WMATA, AND I WILL BE HAPPY TO ANSWER ANY QUESTIONS.

NO PROBLEMS WITH WMATA'S BUDGET

Mr. DIXON. Mr. Miconi, this is an agency I don't have any problems with.

Mr. MICONI. Mr. Chairman, Mrs. Marshall and I thought Mr. Hoyer or one of the other subcommittee members might want to ask about the status of the Green Line or perhaps get a first-hand update from Metro officials on the region's bus/rail system.

Mr. DIXON. Mr. Hoyer?

Mr. HOYER. I thank the General Counsel for thinking I am going to have some questions. I am an advocate of the completion of the Green Line. No questions. Everything is fine, perfect. And if the Congress will cooperate with us, we are going to build the finest system in the entire world for the folks of the United States to ride on America's subway.

But for the fact Mr. Wolf was on the phone, he would be saying amen.

Mr. WOLF. Amen.

Mr. HOYER. I want to say, honestly, Mr. Chairman, we in this region, greatly appreciate your support, Bill Green's support, and Larry Coughlin's support. The members of this subcommittee in particular have been very supportive of this program, and we appreciate that.

Mr. DIXON. Thank you very much, Mr. Hoyer.

Mr. Green?

Mr. GREEN. I have no questions, Mr. Chairman.

Mr. DIXON. I appreciate your going with the chairman rather than the staff. He thought I had thrown in a softball. In other words, you didn't have any questions either.

Mr. HOYER. The staff does such a good job, I will be glad to ask some questions if I am assigned to do that.

Mr. DIXON. I appreciate your coming today. We don't have any questions.

Mrs. TURNER. Thank you, Mr. Chairman. I do want to let you know that we appreciate all the support you have given.

Mr. DIXON. Thank you.

QUESTIONS SUBMITTED FOR THE RECORD

I do have some questions I would like answered for the record.

[The Committee's questions and the Department's response follows:]

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

OFFICE OF INTERGOVERNMENTAL RELATIONS

QUESTION:
1. What is the status of the 101-mile rapid rail system and what is the timetable?

ANSWER:
1. The schedule is listed below:

Route and Line		Operable Segment and Operation Dates	Miles	Stations
		Currently in Operation	60.46	60
K	Orange	Ballston to Vienna - June 1986	9.11	4
B	Red	Silver Spring to Wheaton - mid-1990	2.77	2
E	Yellow/Green	Gallery Place to U Street - mid-1990	1.66	3
F	Green	L'Enfant Plaza to Anacostia - late 1990	2.96	3
J/H	Yellow	King St. to Van Dorn St. - late 1990	4.08	1
E	Green	Fort Totten to Greenbelt - late 1992	7.94	5
B	Red	Wheaton to Glenmont - early 1994	1.77	1
J/H	Yellow	Van Dorn St. to Franconia/ Springfield - early 1994	2.97	1
E	Green	U Street to Columbia Hgts - mid-1994	1.34	1
E	Green	Columbia Hgts to Ft. Totten - early 1996	1.56	1
F	Green	Anacostia to Branch Avenue - late 1997	6.34	5
	SYSTEM TOTALS		102.96	87

QUESTION:
2. What is the total operating budget that has been adopted by the METRO Board for fiscal year 1987 and how does it compare with the total budget for fiscal year 1986?

a. What percentage of WMATA's operating costs does the District pay compared with the other participating jurisdictions?

ANSWER:
2. The comparison of the FY 1986 and FY 1987 operating budget follows:

(In Millions of Dollars)

	FY 1986		FY 1987	
	Bus	Rail	Bus	Rail
Cost	$234.0	$189.7	$241.9	$213.3
Revenue	90.1	128.8	92.9	142.8
Subsidy	$143.9	$ 60.9	$149.0	$ 70.5
District of Columbia Share of Subsidy	$ 68.0	$ 25.8	$ 71.3	$ 28.7

The percentage distribution of the District's and other participating jurisdictions' operating assistance is as follows: District - 44.51%; Montgomery County - 14.29%; Prince George's County - 12.21%; Alexandria - 4.46%; Arlington County - 7.66%; Fairfax City - 0.14%; Fairfax County - 15.40%; and Falls Church - 0.31%.

QUESTION:
3. Please provide for the record a comparison, for each group of buses purchased since Metro took over the bus operations, showing the names of the companies manufacturing the buses purchased, total purchase price, cost per bus, operating costs by group, maintenance costs by group, useful life, problems unique to that particular group of buses and the status of any claims field with the manufacturer, and the method of procurement, (e.g., sole source, competitive bidding, etc.).

ANSWER:
3. The information requested is provided on the following page.

QUESTION:
4. Please update the table on page 2379 of last year's hearings comparing top operator's rates of pay in various jurisdictions.

ANSWER:
4. A comparison of top operator wages follows:

January 1986 - Top Operators' Rates

#7	WMATA	$13.66
#1	San Jose, CA	$13.82
#2	San Francisco, CA	$13.75
#3	Boston, MA	$13.31
#4	Chicago, IL	$13.19
#5	Minneapolis, MN	$13.57
#6	Seattle, WA	$13.05
#7	Washington, D.C.	$13.66
#8	Tacoma, WA	$13.02
#9	Los Angeles, CA	$13.19
#10	Sacramento, CA	$12.89
#11	Oakland, CA	$12.82
#12	Portland, OR	$12.74
#13	Pittsburgh, PA	$12.94
#14	San Diego, CA	$12.48
#15	Santa Ana, CA	$12.54
#16	Long Beach, CA	$12.87
#17	Spokane, WA	$12.31
#18	New York, NY	$12.60

QUESTION:

5. Please provide for the record a table showing the total number of employees for each year since Metro began, broken down by headquarters and field operations showing administrative, operational and total employees. A table showing administrative and operational employees appeared on page 2380 of last year's hearings.

ANSWER:

5. The following table reflects the information requested.

WMATA YEAR-END MANPOWER STRENGTH-FISCAL YEARS 1974-1986

Fiscal Year	Administrative Employees	Operational Employees	Total
1974[1]			4,864
1975[1]			5,834
1976[1]			5,964
1977	694	5,441	6,135
1978	664	5,683	6,347
1979	654	5,796	6,450
1980	649	6,112	6,761
1981	639	6,365	7,004
1982	666	6,617	7,004
1983	676	6,617	7,239
1984	713	6,684	7,397
1985	803	6,680	7,683
1986	740	6,851	7,591
1987	772	7,071	7,843

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[1] Breakdown of administrative and operational personnel is not available in these years.

QUESTION:

Please provide for the record the status of the contributions from the local jurisdictions which appear on pages 2391 through 2393 of last year's hearings.

ANSWER:

A status report is attached.

BUS COST COMPARISON

Grant	Contract Number	Make/Description	Purchase Date	Total No. Purchased	Price Each	Total 1/ Price	Cost Per 2/ Mile	Useful 3/ Life	Unique Problems	Claims Status	Method of Procurement
IT-03-0019	2Y9030	AMG - 40 Ft.	May 73	500	$40,151	$20,075,320	V-8 .59	12 yrs	Structural Cracks	OK	Competitive Bid
IT-03-0019	2Y9030	AMG - 35 Ft.	May 73	120	36,677	4,401,274	V-6 .51	"	"	"	" "
IT-03-0022	2W9200	Flxible - 40 ft.	Dec 75	145	65,804	9,541,679	.52	"	Retrofit	"	" "
IT-03-0029	2V9500	Flxible - Suburban	Mar 77	12	76,723	920,680	.63	"	Retrofit	"	" "
IT-03-0029	2V9500	Flxible - Urban	Mar 77	122	67,122	8,188,884	.57	"	Retrofit	"	" "
IT-03-0029	2V9500-01	Flxible - Urban	Apr 77	5	67,127	355,635	.57	"	Retrofit	"	" "
IT-03-0029	2V9510	Mann - Articulated	Sep 76	43	178,125	7,659,366	.86	"	Overheating and A/C	Retrofit Underway	" "
IT-03-0031	2T9700	Flxible -40 Ft.	Jan 78	131	76,320	9,997,920	.59	"	730 Transmission and W/C Lifts	Completed Warranty	" "
IT-03-0031	2T9700	Flxible - 40 Ft.w/Lift	Jan 78	130	82,636	10,742,680	.59	"	"	"	" "
IT-03-0031	2T9710	Flxible - 31 Ft.w/Lift	Jan 78	20	80,652	1,613,040	.52	"	"	"	" "
IT-03-0034	2R9910	G.M. Advance Design	Jan 79	115	103,681	11,923,315	.60	"	A/C	Condensor	" "
DC-03-0013/ IT-03-0034	2SS700	Neoplan - 40 Ft.	Jun 83	76	160,388	12,189,457	.60	"	Structural Cracks	Underway	
DC-05-0003	2A9510	Articulated Buses	Jul 81	33	268,575	8,862,968	.86	"	Potential Piston Engine Failure	Pending Investigation	

1/ Excludes cost of advertising, printing and spare parts.

2/ Includes diesel fuel, tire rental and parts costs; excludes labor costs.

3/ Based on UMTA guidelines.

0409E

STATEMENT NO. 13

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
STATEMENT OF CONTRIBUTION DUE & PAID
AS OF MARCH 31, 1986

	Metrorail Capital	Handicapped Facilities	Bond Match	Planning & Adminis.	Rail Const Management	Office Furniture & Equip.	Metrobus Capital	Metrobus Subsidy	Metrorail Subsidy	Debt Service	Total
District of Columbia											
Total Contributions Due	$307,389,267	$3,959,000	$16,596,000	$3,507,702	$1,806,698	$17,917	$41,364,724	$522,088,028	$167,968,753	$46,441,780	$1,111,139,869
Total Contributions Paid	312,195,667	4,918,000	16,596,000	3,507,702	1,806,698	17,917	43,323,761	522,088,028	166,140,829	46,441,780	1,117,036,382
Balance	$(4,806,400)	$ (959,000)	$ -0-	$ -0-	$ -0-	$ -0-	$(1,959,037)	$ -0-	$ 1,827,924	$ -0-	$ (5,896,513)
Montgomery County											
Total Contributions Due	$163,186,800	$2,055,000	$ 9,073,000	$2,447,197	$ 816,658	$ 7,117	$10,070,898	$130,287,538	$ 44,636,610	$24,565,205	$ 387,146,023
Total Contributions Paid	163,186,800	2,218,000	9,073,000	2,447,197	816,658	7,117	10,070,898	130,287,538	44,636,610	24,565,205	387,309,023
Balance	$ -0-	$ (163,000)	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	-0-	$ -0-	$ (163,000)
Prince George's County											
Total Contributions Due	$116,007,600	$1,648,000	$ 8,050,000	$1,922,799	$ 797,278	$ 7,042	$ 9,144,240	$124,969,069	$ 56,062,059	$24,592,388	$ 343,200,475
Total Contributions Paid	116,007,600	1,648,000	8,050,000	1,922,799	797,278	7,042	9,144,240	124,969,069	56,062,059	24,592,388	343,200,475
Balance	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	-0-	$ -0-	$ -0-
Alexandria											
Total Contributions Due	$ 36,952,100	$ 589,000	$ 3,068,000	$ 470,043	$ 233,836	$ 2,461	$ 5,161,815	$ 57,392,426	$ 14,125,773	$ 6,061,489	$ 124,056,943
Total Contributions Paid	36,952,100	589,000	3,068,000	470,043	233,836	2,461	5,161,815	58,615,746	14,125,773	6,061,489	125,280,263
Balance	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ (1,223,320)	$ -0-	$ -0-	$ (1,223,320)
Arlington											
Total Contributions Due	$ 78,622,300	$1,134,000	$ 5,675,000	$ 774,831	$ 474,750	$ 3,911	$7,284,072	$ 62,229,535	$ 46,728,413	$11,711,390	$ 214,638,202
Total Contributions Paid	78,622,300	1,224,000	5,675,000	774,831	451,630	7,822	7,284,072	62,592,399	47,755,190	11,711,390	216,098,634
Balance	$ -0-	$ (90,000)	$ -0-	$ -0-	$ 23,120	$(3,911)	$ -0-	$ (362,864)	$ (1,026,777)	$ -0-	$ (1,460,432)

0409E/2

STATEMENT NO. 13 (Cont'd)

	Metrorail Capital	Handicapped Facilities	Bond Match	Planning & Adminis.	Rail Const Management	Office Furniture & Equip.	Metrobus Capital	Metrobus Subsidy	Metrorail Subsidy	Debt Service	Total
Fairfax County											
Total Contributions Due	$ 86,650,400	$1,262,000	$ 5,774,000	$1,626,560	$ 528,772	$ 6,031	$ 8,845,093	$162,694,668	$ 33,291,423	$13,536,508	$ 314,215,455
Total Contributions Paid	86,650,400	1,262,000	5,774,000	1,626,560	528,772	6,031	8,845,093	162,717,617	33,291,423	13,536,508	314,238,404
Balance	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ -0-	$ (22,949)	$ -0-	$ -0-	$ (22,949)
Falls Church											
Total Contributions Due	$1,401,500	$10,000	$66,000	$46,997	$6,253	$105	$ 398,006	$4,740,354	$1,103,046	$194,578	$ 7,966,839
Total Contributions Paid	1,476,400	10,000	66,000	46,997	5,961	105	398,006	4,796,835	1,148,794	194,578	8,143,676
Balance	$ (74,900)	$ -0-	$ -0-	$ -0-	$ 292	$-0-	$ -0-	$ (56,481)	$ (45,748)	$ -0-	$ (176,837)
NVTC/Fairfax City											
Total Contributions Due	$11,611,600	$31,000	$-0-	$90,566	$8,622	$131	$ 295,874	$3,555,836	$ 987,647	$243,404	$16,824,680
Total Contributions Paid	11,613,400	31,000	-0-	90,566	8,682	131	309,674	3,618,070	979,008	243,404	16,893,935
Balance	$ (1,800)	$ -0-	$-0-	$ -0-	$ (60)	$-0-	$ (13,800)	$ (62,234)	$ 8,639	$ -0-	$ (69,255)

NOTE: Detail report by year by jurisdiction is available upon request in the Office of TRES.

NOTE: Amounts shown under Metrorail Capital represent all contributions received through ICCA-IV from the local jurisdictions on a cash basis through the FY 1984 Program.

QUESTION:
6. Update for the record the tables that appear on pages 2381 through 2385 of last year's hearings which provide an object class summary of METRO's operating costs by major organizational units for the past five years and estimated for fiscal year 1987.

ANSWER:
6. The information is provided on the following page.

QUESTION:
7. Please provide workload statistics for your information office and the number of employees assigned to the office for each of the last five years.

ANSWER:
7. The information is provided in the following table.

WORKLOAD STATISTICS OF THE CUSTOMER INFORMATION SECTION

Year	Calls Received	Calls Answered	Lost	Percentage Answered
1975	1,722,337	1,477,043	245,294	86
1976	2,152,768	1,753,436	399,333	83
1977	2,299,473	1,775,556	523,917	77
1978	2,262,318	1,692,581	569,737	75
1979	2,326,770	1,920,366	406,404	83
1980	2,574,051	2,107,211	466,840	82
1981	2,468,756	1,891,872	576,884	77
1982	2,445,791	2,023,961	421,830	83
1983	2,515,291	2,054,628	460,663	82
1984	2,597,391	2,144,287	453,104	83
1985 1/	2,600,000	2,200,000	400,000	85

NOTE: The complement of Transit Information Agents was 57.

1/ The 1985 data is an annual estimate. Actual data for the year will not be available due to unavailable data for May and June 1985.

QUESTION:
8. Please update the tables on pages 2134 through 2136 of the FY 1985 hearings showing the total Metrorail capital program requirements, a summary of the rail system cost increases and the financial plan for Metrorail construction.

ANSWER:
8. The information is provided on the following tables.

Total Metrorail capital program requirements-preliminary
(In millions of dollars)

Through Stark-Harris Funding	
Federal funds:	
Grants (2/3-1/3)	1,147.0
Grants (80/20) Public Law 96-184	1,700.0
Highway transfer	2,155.7
Facilities for the handicapped (80/20)	52.0
Add-on costs-Smithsonian/Arlington Cemetary	7.4
Subtotal	5,062.1
Local funds to match:	
Capital construction-highway transfer	258.2
Capital construction agreement (2/3-1/3)	476.3
Public Law 96-184	306.0
To match subsidized bonds (2/3-1/3)	48.5
Facilities for the handicapped (80/20)	13.0
Add-on costs (100 percent)	12.9
Internally generated interest earnings	434.1
Subtotal	1,549.0
Bond proceeds:	
Gross	997.0
Less Capitalized interest	233.6
Net applied to program	763.4
Total Funding Through Stark-Harris	7,374.5
Funding Beyond Stark-Harris	2,006.5
Total Estimated System Cost	9,381.0

OPERATING OSTS BY OBJECT CLASS
FOR THE MAJOR ORGANIZATONAL UNIT
(In Thousands of Dollars)

	FY 1983 ACTUAL UNAUDITED	FY 1984 ACTUAL UNAUDITED	FY 1985 ACTUAL UNAUDITED	FY 1986 AMENDED BUDGET	FY 1987 APPROVED BUDGET
INDEPENDENT OFFICES:					
Personnel costs	$5,725,700	$7,800,800	$9,308,800	$9,855,900	$10,433,900
Non-Personnel Costs:					
Services	$895,700	$1,008,800	$1,677,000	$1,007,600	$6,180,900
Materials & Supplies	$138,400	$164,000	$259,700	($20,900)	$409,800
Utilities					
Leases	$23,300	$234,900	$72,000	$78,900	$77,500
Miscellaneous	$351,700	$418,100	$497,900	$480,500	$604,700
Subtotal	$7,134,800	$9,626,600	$11,815,400	$11,402,000	$17,706,800
Less Capitalization and Reimbursement	($2,483,000)	($4,324,900)	($4,927,600)	($5,400,900)	($6,177,800)
Net Operating Cost	$4,651,800	$5,301,700	$6,887,800	$6,001,100	$11,529,000
DEPARTMENT OF FINANCE					
Personnel costs	$25,798,600	$30,472,100	$28,549,500	$31,307,400	$28,043,300
Non-Personnel Costs:					
Services	$2,849,000	$3,517,000	$3,189,000	$3,661,800	$1,890,300
Materials & Supplies	$881,100	$898,300	$1,284,500	$1,257,700	$1,379,700
Casualty & Liability	$7,921,700	$9,216,400	$6,987,800	$9,953,300	$17,281,200
Leases	$189,300	$172,100	$118,900	$116,200	$98,200
Miscellaneous	$636,200	$846,500	$960,800	$834,100	$1,367,900
Subtotal	$38,275,900	$45,122,400	$41,090,500	$47,130,500	$50,060,600
Less Capitalization and Reimbursement	($2,231,200)	($2,714,700)	($2,741,700)	($2,427,000)	($1,930,400)
Net Operating Cost	$36,044,700	$42,407,700	$38,348,800	$44,703,500	$48,130,200
DEPARTMENT OF DECO					
Personnel costs	$6,515,500	$7,702,500	$10,888,900	$14,970,700	$16,981,000
Non-Personnel Costs:					
Services	$200,000	$249,900	$277,800	$676,700	$722,300
Materials & Supplies	$55,400	$68,400	$139,100	$191,300	$293,600
Utilities			$4,400	$9,100	$12,800
Leases	$72,800	$96,900	$106,000	$301,300	$292,000
Miscellaneous	$131,400	$137,800	$196,100	$217,100	$265,600
Subtotal_	$6,975,100	$8,255,500	$11,612,300	$16,366,200	$18,567,300
Less Capitalization and Reimbursement	($6,282,500)	($7,632,400)	($10,711,600)	($15,585,200)	($17,459,100)

Net Operating Cost	$692,600	$623,100	$900,700	$781,000	$1,108,200
FACILITIES MAINTENANCE					
Personnel costs	$14,320,700	$17,067,900	$19,892,900	$22,205,100	$22,512,000
Non-Personnel Costs:					
Services	$4,206,800	$4,583,100	$5,044,100	$6,314,000	$7,493,900
Materials & Supplies	$4,127,900	$3,619,200	$3,656,000	$3,859,400	$4,838,500
Casualty & Liability	($4,600)		$22,700		
Utilities	$1,314,500	$1,471,900	$1,622,500	$1,699,000	$1,743,700
Lease	$58,200	$85,400	$53,400	$84,000	$65,000
Miscellaneous	$8,800	$16,700	$27,900	$10,000	$10,600
Subtotal	$24,032,300	$26,844,200	$30,319,500	$34,171,500	$36,663,700
Less Capitalization and Reimbursement	($757,600)	($873,800)	($769,700)	($915,300)	($317,300)
Net Operating Cost	$23,274,700	$25,970,400	$29,549,800	$33,256,200	$36,346,400
DEPARTMENT OF ADMININSTRATION					
Personnel costs	$8,323,900	$8,931,200	$9,450,200	$9,978,500	$10,480,400
Non-Personnel Costs:	$0				
Services	$3,368,400	$4,144,700	$3,126,800	$4,794,400	$3,408,300
Materials & Supplies	$1,386,100	$999,400	$1,208,900	$1,459,400	$1,572,600
Utilities	$738,400	$891,000	$1,375,800	$1,664,000	$1,524,300
Leases	$1,746,100	$2,535,300	$2,814,300	$2,710,700	$3,207,200
Miscellaneous	$212,600	$288,800	$258,800	$329,500	$325,000
Subtotal	$15,775,500	$17,790,400	$18,234,800	$20,936,500	$20,617,800
Less Capitalization and Reimbursement	($3,873,800)	($4,552,500)	($4,395,100)	($5,526,500)	($5,255,100)
Net Operating Cost	$11,901,700	$13,237,900	$13,839,700	$15,410,000	$15,362,700
BUS SERVICE - SUPPORT					
Personnel costs	$1,676,500	$2,270,900	$2,438,500	$2,673,500	$2,803,100
Non-Personnel Costs:					
Services	$159,100	$344,300	$336,500	$319,000	$123,000
Materials & Supplies	$30,200	$91,600	$95,400	$99,100	$75,100
Casualty & Liability	$400				
Leases	$25,600	$40,700	$136,100	$79,000	$201,200
Miscellaneous	$8,100	$11,600	$11,000	$32,000	$13,500
Subtotal	$1,900,100	$2,759,100	$3,017,500	$3,202,600	$3,215,900
Less Capitalization and Reimbursement	($10,000)	($107,700)	($38,500)	($132,800)	($305,200)
Net Operating Cost	$1,890,100	$2,651,400	$2,979,000	$3,069,800	$2,910,700
BUS SERVICE - MNTN					
Personnel costs	$6,768,400	$7,469,500	$7,924,000	$8,324,800	$8,924,900

Non-Personnel Costs:					
Services	$238,700	$310,800	$394,200	$136,000	$318,200
Materials & Supplies	$9,706,100	$10,293,800	$9,783,100	$9,580,500	$9,168,100
Casualty & Liability	($158,300)	($150,900)	($5,800)		
Leases		$300	$2,300	$22,000	
Miscellaneous	$600		$100	$200	$300
Subtotal	$16,555,500	$17,923,500	$18,097,900	$18,063,500	$18,411,500
Less Capitalization and Reimbursement	($173,500)	($228,600)	($345,000)	($236,000)	($136,900)
Net Operating Cost	$16,382,000	$17,694,900	$17,752,900	$17,827,500	$18,274,600
BUS SERVICE-REGION 1					
Personnel costs	$37,879,800	$38,989,800	$40,808,500	$43,816,900	$46,441,900
Non-Personnel Costs:					
Services	$17,800	$28,300	$27,800	$40,100	$37,100
Materials & Supplies	$9,420,100	$8,335,600	$8,198,400	$8,136,700	$7,219,700
Casualty & Liability		($100)			
Leases	$2,300				
Miscellaneous			$100	$800	$800
Subtotal	$47,320,000	$47,353,600	$49,034,800	$51,994,500	$53,699,500
Less Capitalization and Reimbursement		($16,300)	($34,300)	($58,900)	($41,000)
Net Operating Cost	$47,320,000	$47,337,300	$49,000,500	$51,935,600	$53,658,500
BUS SERVICE-REGION 2					
Personnel costs	$31,583,700	$32,953,900	$35,306,500	$38,135,300	$38,284,800
Non-Personnel Costs:					
Services	$26,100	$30,200	$35,200	$38,600	$32,900
Materials & Supplies	$7,261,500	$7,652,600	$7,525,700	$7,162,400	$6,325,800
Casualty & Liability	$1,100				
Leases	$3,200	$1,600	$400		
Miscellaneous	$100	$100	$200	$300	$300
Subtotal	$38,875,700	$40,638,400	$42,858,000	$45,336,600	$44,643,800
Less Capitalization and Reimbursement	($59,400)	($10,100)	($7,600)	($22,200)	($4,200)
Net Operating Cost	$38,816,300	$40,628,300	$42,860,400	$45,314,400	$44,639,600
BUS SERVICE-REGION 3					
Personnel costs	$25,080,000	$23,435,500	$23,613,200	$24,190,900	$24,546,700
Non-Personnel Costs:					
Services	$27,800	$25,400	$24,300	$31,100	$25,200
Materials & Supplies	$5,708,400	$5,669,700	$5,384,500	$4,850,300	$4,139,700
Casualty & Liability					
Leases					
Miscellaneous		$100	$48,600	$39,900	$70,400

Subtotal	$30,816,200	$29,130,700	$29,070,600	$29,112,200	$28,782,000
Less Capitalization and Reimbursement	($3,700)	($200)	($2,400)		
Net Operating Cost	$30,812,500	$29,130,500	$29,068,200	$29,112,200	$28,782,000
RAIL SUPPORT					
Personnel costs	$367,100	$442,300	$744,400	$3,842,900	$4,441,700
Non-Personnel Costs:					
Services	$1,800	$234,400	$194,200	$243,600	$76,200
Materials & Supplies	$700	$26,500	$156,200	$313,300	$277,300
Casualty & Liability					
Leases		$1,200	$200		
Miscellaneous	$2,200	$1,200	$11,100	$25,800	$10,100
Subtotal	$371,800	$705,600	$1,106,100	$4,425,600	$4,805,300
Less Capitalization and Reimbursement	($6,600)	($7,400)	($221,900)	($824,400)	($644,200)
Net Operating Cost	$365,200	$698,200	$884,200	$3,601,200	$4,161,100
RAIL CAR MNTN					
Personnel costs	$10,760,700	$13,424,000	$17,548,500	$19,019,400	$20,353,100
Non-Personnel Costs:					
Services	$2,583,700	$1,329,300	$1,082,700	$785,300	$762,200
Materials & Supplies	$4,491,900	$5,688,100	$6,335,100	$6,644,100	$7,470,900
Casualty & Liability					
Leases	$1,900	$4,500	$40,300	$7,000	$5,000
Miscellaneous	$14,600	$17,400	$25,200	$13,500	$11,300
Subtotal	$17,852,800	$20,463,300	$25,031,800	$26,469,300	$28,602,500
Less Capitalization and Reimbursement	($891,600)	($1,594,300)	($1,916,000)	($1,572,200)	($473,700)
Net Operating Cost	$16,961,200	$18,869,000	$23,115,800	$24,897,100	$28,128,800
RAIL TRANSPORTAION					
Personnel costs	$16,460,800	$19,482,200	$25,012,800	$28,209,200	$30,317,200
Non-Personnel Costs:					
Services	$33,200	$30,700	$60,900	$66,700	$68,900
Materials & Supplies	$92,100	$302,600	$208,200	$153,600	$156,200
Casualty & Liability					
Leases	$16,100	$17,400	$2,700		
Miscellaneous	$4,100	$4,100	$4,400	$3,700	$3,900
Subtotal	$16,606,300	$19,837,000	$25,289,000	$28,433,200	$30,546,200
Less Capitalization and Reimbursement	($874,600)	($902,900)	($1,451,500)	($1,784,200)	($667,100)

Net Operating Cost	$15,731,700	$18,934,100	$23,837,500	$26,649,000	$29,879,100
RAIL SYSTEMS MNTN					
Personnel costs	$12,465,100	$14,266,200	$15,874,900	$15,627,600	$16,092,800
Non-Personnel Costs:					
Services	$237,800	$556,500	$235,900	$385,400	$267,700
Materials & Supplies	$1,043,900	$2,049,000	$2,796,200	$2,070,200	$2,001,900
Casualty & Liability			$4,000		
Leases	$80,900	$95,700	$102,600	$115,800	$111,600
Miscellaneous	$28,100	$26,100	$13,600	$6,800	$8,000
Subtotal	$13,855,800	$16,993,500	$19,027,200	$18,205,800	$18,482,000
Less Capitalization and Reimbursement	($1,501,700)	($2,005,800)	($1,744,000)	($1,168,400)	($416,900)
Net Operating Cost	$12,354,100	$14,987,700	$17,283,200	$17,037,400	$18,065,100
NON-DEPARTMENTAL					
Personnel costs	$55,498,300	$61,616,400	$73,427,000	$76,051,500	$82,305,400
Non-Personnel Costs:					
Services					
Materials & Supplies					
Casualty & Liability	$112,600	$24,700	$998,800	$50,000	$25,000
Utilities	$21,058,600	$22,492,400	$28,567,200	$33,759,300	$34,959,100
Miscellaneous	$638,400	$640,500	$1,363,800	$1,826,800	$4,300,000
Maint & Improvment Reserve					$1,000,000
Subtotal	$77,307,900	$84,774,000	$104,356,800	$111,687,600	$122,589,500
Less Capitalization and Reimbursement	($5,566,400)	($5,561,300)	($7,223,300)	($6,658,000)	($7,449,200)
Net Operating Cost	$71,741,500	$79,212,700	$97,133,500	$105,029,600	$115,140,300
TOTAL NET OPERATING COST	$328,940,100	$357,684,900	$393,442,000	$424,625,600	$456,116,300

QUESTION:
9. What is the status of Metro's plan to purchase fare card machines?

a. How many will be purchased and what will be the total cost?

-- Does the total cost include maintenance of the machines?

b. Will the purchase be by sole source or by competitive bid?

c. Were the present fare card machines purchased by sole source of by competitive bid?

-- How many were purchased and what was the total cost?
-- Did the cost include maintenance
-- If not, how much has been paid for maintenance since the machines were purchased?

ANSWER:
9. On May 29, 1986 the WMATA Board approved a competitive negotiation for the procurement of 310 pieces of automatic fare collection equipment (AFCE) including gates, vendors, and control equipment.

a) The above includes 118 farecard vendors at an estimated cost of $8,930,000. This estimate includes a one-year warranty on parts only.
b) The procurement will be through competitive negotiation.
c) Purchase of initial equipment (Contrat 2Z007A) was by competitive negotiation, while later equipment (Contract 2Z007E) was sole source with the original manufacturer.

There were 355 vendors purchased under Contract 2Z007A and 51 purchased under Contract 2Z007E.

The purchase price included a one-year warranty on parts only.

The cost for maintenance of farecard vendors is not available as the maintenance cost for the AFCE is not broken down per type of equipment.

QUESTION:
10. Please provide for the record a summary listing of the problems encountered with the present fare card machines.

ANSWER:
10. Basic problems with fare card machines include:

- Coin and dollar jams
- Failure of bill acceptors and transports
- Poor printing on farecards
- Low reliability

FY1987 HOUSE BUDGET HEARINGS
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
OPENING STATEMENT
MAY 1986

The Washington Metropolitan Area Transit Commission's District of Columbia budget request for fiscal year 1987 is $86,000. This is a $4,000 reduction from fiscal year 1986. Although the Transit Commission's overall budget remained the same, the slight reduction of the District of Columbia's share is due to a minor redistribution of population in the Metropolitan District.

The Commission is an interstate compact agency which also receives appropriated funding from the states of Maryland and Virginia. The Commission's total operating budget for fiscal year 1987 is $387,200.

The Transit Commission's jurisdiction includes the for-hire transportation of passengers between points in the Metropolitan District when such transportation is provided by privately-owned carriers. This function includes limited jurisdiction over the rates and minimum insurance requirements for interstate taxicab service.

SUMMARY OF INCREASES TO SYSTEM COST ESTIMATES

(In Millions of Dollars)

	Miles of System	System Completion Date	System Cost w/o Inflation	Escalation	Total
January 1969 Est.	98	Dec. 1979	$1,959	$536	$2,495
November 1970 Est. (Funding delay; Mid-City Line Realignment; increased estimates for equipment, utilities, & underpinning)	98	Dec. 1979	2,125	855	2,980
November 1974 Est. (Railroad Agreements, Revised Rock Tunnel Design, Strikes, and Inflation)	98	July 1981	2,598	1,856	4,454
December 1978 Est. (Funding Delays & Inflation, Increase in system size and scope, eg., elevators for the handicapped, extension to Shady Grove, Arlington Cemetery Station, and additional parking spaces and station entrances.	101	July 1987	3,360	3,472	6,832
January 1980 Est. (Inflation and funding delays)	101	July 1989	3,436	4,764	8,200
May 1985 Est. (Revised F Route Alignment to Branch Avenue, Stretch-out of Federal funding.)	103	1997	3,472	5,909	9,381

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION (KC)

		FY1984 Actual Expenditures		FY1985 Actual Expenditures		FY1986 Planned Expenditures		FY1987 Requested Expenditures		FY1986-FY1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	76	...	87	...	90	...	86	...	-4
	Federal Funds										
	Private & Other Funds										
	SUBTOTAL EXPENDITURES	...	76	...	87	...	90	...	86	...	-4
	Intra-District Sales										
	TOTAL EXPENDITURES	...	76	...	87	...	90	...	86	...	-4
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Washington Metropolitan Area Transit Commission (WMATC) administers and carries out the delegated powers of the Washington Metropolitan Area Transit Regulation Compact, approved by Congress September 15, 1960, and by Resolution of the Board of Commissioners of the District of Columbia, Acts of General Assembly of Maryland, and Acts of Assembly of Virginia on December 22, 1960. WMATC assumed jurisdiction on March 22, 1961.

Generally, the compact gives the commission jurisdiction to regulate and improve specified transportation within the metropolitan District. The purpose of the compact is to create a single regulatory body to control and regulate certain privately owned transportation functions. During the existence of the compact, the jurisdiction of the signatories and the Interstate Commerce Commission is suspended or modified. More specifically, WMATC has jurisdiction over operating authority, routes, service, rates, through-routes, joint fares, issuance of securities, consolidations, mergers, acquisitions of control, insurance and other security for the protection of the public, records, reports, depreciation rates, and uniform systems of accounts.

WMATC serves the Washington Metropolitan Area Transit District, which embraces the District of Columbia; the cities of Alexandria and Falls Church; the counties of Arlington and Fairfax and political subdivisions of Virginia located within those counties; that portion of Loudoun county, Virginia, occupied by the Washington Dulles International Airport; Prince George's and Montgomery counties, Maryland, and political subdivisions located in those counties; and all other cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of said counties, cities, and airport.

WMATC regulates transportation as specified in its legislation in the Washington metropolitan area without regard to political boundaries. This responsibility involves:

(1) regulating rates, including fares to be charged by private operators of regular-route buses, limousines, interstate taxicabs, sightseeing buses, charter buses, and the ground transportation systems at Washington National Airport and Washington Dulles International Airport;

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OB11/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

(2) inspecting and measuring transportation services;

(3) promulgating and enforcing standards of safety and service;

(4) providing telephone information service concerning interstate taxicab rates and service, and investigating informal complaints;

(5) holding public hearings and issuing decisions involving the foregoing duties and responsibilities, including the issuance of operating authority to qualified carriers;

(6) extensive court litigation involving commission decisions, particularly in the United States Court of Appeals for the District of Columbia Circuit; and

(7) cooperating with the Washington Metropolitan Area Transit Authority, the Metropolitan Washington Council of Governments, the Federal Aviation Administration, the local and federal departments of transportation, and other agencies in a program of planning for an integral and effective transportation system in the Washington metropolitan area.

FINANCIAL SUMMARY

Appropriated Budget Request
The Washington Metropolitan Area Transit Commission budget request for FY 1987 is $86,000, a $4,000 decrease from FY 1986. The commission is an interstate compact agency that also receives appropriated funding from the states of Maryland ($174,000) and Virginia ($127,000).

The compact* requires that "expenses of the commission shall be allocated among the signatories in the proportion that the population of each signatory within the metropolitan District bears to the total population of the metropolitan District." WMATC's FY 1987 proportions are based on Bureau of the Census statistics as follows:

Jurisdiction	Population
District of Columbia	22.25 %
Maryland	44.87 %
Virginia	32.88 %
Total	100.00 %

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* Washington Metropolitan Area Transit Regulation Compact, Act of Sept. 15, 1960, P.L. 86-794, 74 Stat. 1031, D.C. Code (1981 Ed.) §1-2411, as amended by P.L. 87-767, 76 Stat. 764 D.C. Code (1981 Ed.) §1-2412.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION (KC)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	WMATC	...	87	...	90	...	86	...	-4							...	86
	TOTAL AGENCY	...	87	...	90	...	86	...	-4							...	86
OBJECT CLASS DETAIL																	
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies																
30a	Energy																
30b	Communications																
30c	Building Rent																
40	Other Services & Charges																
50	Subsidies & Transfers		87		90		86		-4								86
60	Land & Buildings																
70	Equipment & Equipment Rental																
	TOTAL NONPERSONAL SERVICES		87		90		86		-4								86
	TOTAL AGENCY		87		90		86		-4								86
PERSONNEL SUMMARY																	
	Average CFT Employment									▨	▨	▨	▨	▨	▨		
	Average CFT Salary									▨	▨	▨	▨	▨	▨		
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

CONTROL CENTER: Name & Code WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY1986-FY1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		WMATC														
	1.0	Subsidies and Transfers	50	...	90	...	-4								...	-4
		TOTAL CONTROL CENTER				...	-4								...	-4

OBT/85.1 *See Schedule 4a.

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Committee on Appropriations
U.S. House of Representatives
District of Columbia Subcommittee

The School Transit Subsidy Program FY 1987 Budget Statement by John E. Touchstone, Director of the D.C. Department of Public Works.

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY AND EXPLAIN THE BUDGET FOR THIS AGENCY.

THE EXISTING SCHOOL TRANSIT SUBSIDY PROGRAM IS GOVERNED BY D.C. LAW 4-33 AND PROVIDES A SUBSIDY FOR REDUCED FARE TRANSPORTATION OF SCHOOL CHILDREN IN THE DISTRICT OF COLUMBIA ON METROBUS AND METRORAIL.

THE REDUCED FARE IS INDEXED AT ONE-THIRD OF THE REGULAR ADULT FARE, AND TRAVEL IS RESTRICTED TO EDUCATIONALLY RELATED TRIPS ONLY. THE DISTRICT THEN PAYS TO WMATA THE DIFFERENCE BETWEEN THE STUDENT CONTRIBUTION AND THE ADULT FARE, AND THE AGGREGATE OF THESE PAYMENTS REPRESENTS THE SCHOOL TRANSIT SUBSIDY BUDGET. THIS PROGRAM APPLIES TO ALL STUDENTS IN PUBLIC, PRIVATE AND PAROCHIAL SCHOOLS REGARDLESS OF FAMILY INCOME OR NEED.

OUR PROPOSED BUDGET FOR FY 1987 IS $4,150,000 AN INCREASE OF $150,000 OVER FY 1986. THIS BUDGET ASSUMES THAT THERE WILL BE NO CHANGE IN ADULT METRO FARES THROUGHOUT THE FISCAL YEAR.

WE ALSO ESTIMATE THAT STUDENT RIDERSHIP ON METROBUS WILL REMAIN SIMILAR TO THAT FOR FY 1986 AT ABOUT 6,500,000 TRIPS.

HOWEVER, STUDENT TRAVEL ON METRORAIL IS EXPECTED TO RISE SLIGHTLY TO 900,000 TRIPS WITH AN ATTENDANT INCREASE IN TRIP LENGTH. THIS CHANGE IS CAUSED BY AN INCREASING FAMILIARITY WITH THE RAIL SYSTEM, AND AN EXPANDING NETWORK OF RAIL STATIONS THAT AFFORDS STUDENTS THE OPPORTUNITY TO COMMUTE TO SCHOOL BY RAIL RATHER THAN BY BUS.

IN CONCLUSION, WE NOTE THAT, PROVISIONS HAVE BEEN MADE FOR STUDENTS WHO MAY HAVE TO RIDE METRO TO ATTEND SUMMER SCHOOL THIS COMING JULY AND AUGUST. WE WOULD EMPHASIZE THAT NO ELIGIBLE STUDENT WILL BE DENIED SUBSIDIZED TRANSPORTATION ON METRO FOR A TRIP THAT IS RELATED TO THEIR EDUCATION.

THAT CONCLUDES MY STATEMENT MR. CHARMAN, AND I WOULD BE HAPPY TO ANSWER ANY QUESTIONS.

SCHOOL TRANSIT SUBSIDY

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND (Name & Code): GENERAL (100)

AGENCY (Name & Code): SCHOOL TRANSIT SUBSIDY (KD)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation		3,802		3,925		4,000		4,150		+150
	Federal Funds		. . .		. . .		. . .		. . .		. . .
	Private & Other Funds		. . .		. . .		. . .		. . .		. . .
	SUBTOTAL EXPENDITURES		3,802		3,925		4,000		4,150		+150
	Intra-District Sales		. . .		. . .		. . .		. . .		. . .
	TOTAL EXPENDITURES		3,802		3,925		4,000		4,150		+150
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

Authorized under D.C. Law 4-33, the School Transit Fare Act of 1981, effective September 26, 1981, provides a subsidy for the transportation of District students to and from school and related educational activities. The reduced fares generated by the subsidy apply to both Metrobus and Metrorail. The legislation prescribing the eligibility requires that: students must reside in the District of Columbia; be under 19 years of age; be enrolled in a public, private, or parochial school in the District of Columbia; and need to use Metrobus and Metrorail for travel to and from school and to and from related educational activities in the District.

The student contribution toward the fare is one-third of the regular adult peak-hour fare rounded down to the nearest nickel. The District then pays to the Washington Metropolitan Area Transit Authority the difference between the student contribution and the regular adult fare. This difference represents the school transit subsidy budget.

The service will be available to an estimated 101,800 students in FY 1987 and will generate approximately 35,000 to 40,000 trips on an average school day.

The Department of Public Works manages this program in conjunction with the Washington Metropolitan Area Transit Authority and the D.C. Public Schools. The department certifies the eligibility of students to travel on Metrorail, issues student discount cards to permit subsidized travel on Metrorail, administers the special program for student travel during vacations and weekends, verifies the monthly student ridership, and processes the quarterly subsidy payments to the Washington Metropolitan Area Transit Authority.

OB11/86.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: GENERAL (100)

AGENCY: SCHOOL TRANSIT SUBSIDY (KD)

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $4,150,000, an increase of $150,000 from FY 1986. The cost by mode will be allocated as follows:

Student subsidy required for Metrobus	$3,412,000
Student subsidy required for Metrorail	$ 648,000
Administrative costs	$ 90,000
Total	$4,150,000

PROGRAM IMPACTS

The requested FY 1987 funding will assure that a subsidy payment is available for every legitimate student trip on Metro. In particular, provision has been made for transportation subsidies for students attending summer school programs and approved extracurricular activities during weekends and evenings.

It is estimated that student ridership on Metrobus will remain similar to that for FY 1986 at 6,500,000 trips. However, student travel on Metrorail is expected to rise slightly to 900,000 trips with an attendant increase in the average trip length. This change in rail ridership is caused by the expanding network of rail stations and an increasing familiarity with the rail system that affords students the opportunity to commute to school by rail rather than by bus. It should also be noted that unlike the bus system with a flat rate zone fare, the rail fares vary by distance travelled. Consequently the subsidy on metrorail is not only a function of the number of student trips but also reflects the trip length.

PROGRAM PERFORMANCE DATA

MEASURES	FY 1984	FY 1985	FY 1986	FY 1987
Number of student trips on Metrobus	6,980,316	6,651,000	6,500,000	6,500,000
Trips on Metrorail	757,051	848,000	875,000	900,000
Subsidy	$3,793,000	$3,925,000	$4,000,000	$4,150,000
Student enrollment public, private, and parochial	103,242	100,996	101,800	101,800
Adult rush-hour fare on Metrobus	75¢	80¢	80¢	80¢
Adult rush-hour fare on Metrorail effective June 30, 1984	80¢ first 3 miles & 15.5¢ per mile 3 to 6 miles + 13.0¢ per mile over 6 miles Average fare will increase from 87¢ to 97¢			

MEASURES	FY 1984	FY 1985	FY 1986	FY 1987
Student fare on Metrobus and Metrorail	25¢	25¢	25¢	25¢

The subsidy calculation can be demonstrated as follows:

Metrobus	6,500,000 trips at 52.5¢	= $3,412,000
Metrorail	900,000 trips at 72¢	= $ 648,000
Administrative Costs		= $ 90,000
		$4,150,000

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code SCHOOL TRANSIT SUBSIDY (KD)

CONTROL CENTER		FY 1986 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	School Transit Subsidy	. . .	3,925	. . .	4,000	. . .	4,150	. . .	+150							. . .	4,150
	TOTAL AGENCY	. . .	3,925	. . .	4,000	. . .	4,150	. . .	+150							. . .	4,150

OBJECT CLASS DETAIL

		FY 1985	FY 1986	FY 1987	Net Change	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross
11	Regular Pay								
12	Other Regular Pay								
13	Additional Gross Pay								
14	Fringe Benefits								
	TOTAL PERSONAL SERVICES								
20	Supplies	. . .	. . .	. . .	. . .				. . .
30a	Energy	. . .	. . .	. . .	. . .				. . .
30b	Communications	. . .	. . .	. . .	. . .				. . .
30c	Building Rent	. . .	. . .	. . .	. . .				. . .
40	Other Services & Charges	75	90	90	. . .				90
50	Subsidies & Transfers	3,850	3,910	4,060	+150				4,060
60	Land & Buildings	. . .	. . .	. . .	. . .				. . .
70	Equipment & Equipment Rental	. . .	. . .	. . .	. . .				. . .
	TOTAL NONPERSONAL SERVICES	3,925	4,000	4,150	+150				4,150
	TOTAL AGENCY	3,925	4,000	4,150	+150				4,150

PERSONNEL SUMMARY

	FY 1985	FY 1986	FY 1987	Net Change	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross
Average CFT Employment					▨	▨	▨	
Average CFT Salary					▨	▨	▨	
Average All Other Employment								
Total FTE Employment								
Overtime & Other Pay FTE Employment								
Average FTE Salary								

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND (Name & Code): GENERAL (100) AGENCY (Name & Code): SCHOOL TRANSIT SUBSIDY (KD) CONTROL CENTER (Name & Code): SCHOOL TRANSIT SUBSIDY (10)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		SCHOOL TRANSIT SUBSIDY														
		Increases														
	1.0	Increase in differential subsidy for student travel on Metro	50	. . .	3,910								. . .	+150	. . .	+150
		Subtotal Responsibility Center 1000											. . .	[+150]		[+150]
		TOTAL CONTROL CENTER											. . .	+150	. . .	+150

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	285	13,542	275	13,699	275	14,904	275	16,229	...	+1,325
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	285	13,542	275	13,699	275	14,904	275	16,229	...	+1,325
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	285	13,542	275	13,699	275	14,904	275	16,229	...	+1,325
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	261		254		275		275		...	
	Average CFT Salary	24		24		24		26		+2	
	Average All Other Employment	...		...		...		...		...	
	Total Full-Time Equivalent (FTE) Employment	261		254		275		275		...	
	Overtime & Other Pay – Full Time Equivalent (FTE)	4		4		4		4		...	
	Average Full-Time Equivalent Salary	24		24		24		26		+2	
CAPITAL BUDGET AUTHORITY*	Appropriation	200		300		1,600		600		-1,000	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	200		300		1,600		600		-1,000	

AGENCY OVERVIEW

The mission of the Washington Aqueduct is to collect, purify, and pump an adequate supply of potable water for the District of Columbia, Arlington County, and approximately 40 square miles of Fairfax County, Virginia. The local governments are responsible for water distribution in these areas. An estimated 78 billion gallons of purified water will be pumped to these consumers in FY 1987. To accomplish this mission, the Washington Aqueduct must operate on a 24-hour-a-day basis, 365 days a year.

Facilities owned and operated by the Washington Aqueduct include intake works on the Potomac River at Great Falls and Little Falls, Maryland, two 12-mile-long gravity conduit systems of 200 million gallons per day (mgd) capacity, a 450-mgd raw water pumping station, two major treatment plants with about 400-mgd capacity, three booster pumping stations, a 480-mgd finished water pumping station, seven finished water storage reservoirs, and many large diameter transmission mains.

The water produced by the Washington Aqueduct meets all standards promulgated by the EPA under the Safe Drinking Water Act. Average consumption during FY 1985 was 216 mgd, and maximum day consumption was 273 mg.

FINANCIAL SUMMARY

Appropriated Budget Request
The FY 1987 appropriated budget request is $16,229,000 and 275 continuing full-time positions, an increase from FY 1986 of $1,325,000.

The personal services request is $7,639,000, an increase of $465,000. The request includes $6,614,000 for Regular Pay, an increase of $402,000. The request for Additional Gross Pay (overtime, night differential, holiday, and Sunday premium) is $151,000, an increase of $9,000. The Fringe Benefits request is $874,000, an increase of $54,000. The total request includes a within-grade increase of $171,000 in the regular pay, special pay, and fringe

0811/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

FUND: Name & Code: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code: WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

benefits columns, and also includes an increase of $294,000 for an estimated 4 percent pay adjustment in the regular pay, special pay, and fringe benefits columns.

The request for nonpersonal services is $8,590,000, an increase of $860,000. The request for Supplies is $2,695,000 an increase of $300,000. Chemical supply costs for FY 1986 are $300,000 over the budgeted amount due to a 62 percent increase in the cost of aluminum sulfate. The requested FY 1987 increase of $300,000 is intended to provide funding for aluminum sulfate at the current cost level.

The request for Energy is $4,500,000, an increase of $240,000 above the budgeted amount. The requested FY 1987 increase is intended to provide funding for electricity at the FY 1985 kilowatt hour cost level. The request does not provide for FY 1986 or FY 1987 cost increases.

The request for Communications is $99,000, an increase of $9,000, to provide funding for new phone and communication lines.

The request for Other Services and Charges is $1,121,000, an increase of $311,000. An increase of $17,000 is required to meet the anticipated pay adjustment for support services provided by the U.S. Army Engineer District, Baltimore. An increase of $144,000 is requested for the Regional Water Supply Agreements. An increase of $150,000 is required for a distributed process control instrumentation system maintenance contract for the McMillan Water Treatment Plant.

The request for Equipment is $175,000, reflecting no change from FY 1986.

PROGRAM IMPACTS

The FY 1987 request provides funding for within-grade increases and a four percent pay adjustment. Funding is provided to cover electrical and supply costs at the current level. An increase is provided to cover the costs of new telephone and communication lines.

Funding is available for anticipated increases in the Regional Water Supply Agreement costs and pay adjustment for support services provided by the U.S. Army Engineer District, Baltimore. An increase to cover the cost of a distributed process control instrumentation system maintenance contract for the new McMillan Water Treatment Plant is included.

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Million gallons pumped	75,097	78,695	78,000	78,000

The key program measure providing the best gauge of the agency's overall performance is the total gallons pumped to the District of Columbia, Arlington County, and approximately 40 square miles of Fairfax County Virginia. The total million gallons pumped is not expected to change from FY 1986 to FY 1987.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET/ REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: Name & Code WASHINGTON AQUEDUCT DIVISION (LB) U.S. ARMY ENGINEER DISTRICT, BALTIMORE

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	TPT Pos.	Amount	Total Pos.	Amount
10	Washington Aqueduct Division	275	13,699	275	14,904	275*	16,229	...	+1,325							275	16,229
	TOTAL AGENCY	275	13,699	275	14,904	275*	16,229	...	+1,325							275	16,229
OBJECT CLASS DETAIL																	
11	Regular Pay		5,664		6,212		6,614		+402								6,614
12	Other Regular Pay		...		...		...		...								...
13	Additional Gross Pay		150		142		151		+9								151
14	Fringe Benefits		693		820		874		+54								874
	TOTAL PERSONAL SERVICES		6,507		7,174		7,639		+465								7,639
20	Supplies		1,724		2,395		2,695		+300								2,695
30a	Energy		4,164		4,260		4,500		+240								4,500
30b	Communications		75		90		99		+9								99
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		836		810		1,121		+311								1,121
50	Subsidies & Transfers		...		...		...		...								...
XX	Minor Capital Projects		230		...		...		...								...
70	Equipment & Equipment Rental		163		175		175		...								175
	TOTAL NONPERSONAL SERVICES		7,192		7,730		8,590		+860								8,590
	TOTAL AGENCY		13,699		14,904		16,229		+1,325								16,229
PERSONNEL SUMMARY																	
	Average CFT Employment		254*		275*		275*		...	▨	▨	▨	▨	▨	▨		275
	Average CFT Salary		24		24		26		+2	▨	▨	▨	▨	▨	▨		26
	Average All Other Employment		...		...		...		...								...
	Total FTE Employment		254		275		275		...								275
	Overtime & Other Pay FTE Employment		4		4		4		...								4
	Average FTE Salary		24		24		26		+2								26

OB11/85.1

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*Includes 20 positions for support services provided by the Baltimore District Office and budgeted in Object Class 40.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: WATER AND SEWER ENTERPRISE FUND (403)

AGENCY: WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

CONTROL CENTER: WASHINGTON AQUEDUCT DIVISION (10)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		WASHINGTON AQUEDUCT DIVISION														
		Increases														
	1.0	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...								...	+254	...	+254
		b. Additional Gross Pay	13	...	...								...	+6	...	+6
		c. Fringe Benefits	14	...	...								...	+34	...	+34
	2.0	Increase for within grades														
		a. Regular Pay	11	...	...								...	+148	...	+148
		b. Additional Gross Pay	13	...	...								...	+3	...	+3
		c. Fringe Benefits	14	...	...								...	+20	...	+20
	3.0	Increase to meet current cost of aluminum sulfate	20	...	644								...	+300	...	+300
	4.0	Increase to meet current cost of electrical power	30a	...	3,915								...	+240	...	+240
	5.0	Increase for additional telephone and communication lines	30b	...	90								...	+9	...	+9
	6.0	Increase for cost of support services provided by Baltimore District Office	40	...	420								...	+17	...	+17
	7.0	Increase for Regional Water Supply Agreements	40	...	205								...	+144	...	+144
	8.0	Increase for distributed process control instrumentation system maintenance	40	...	...								...	+150	...	+150
		TOTAL CONTROL CENTER											...	+1,325	...	+1,325

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY **1** CAP

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (350)

AGENCY: Name & Code WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	2	600
Public Facilities	...	...
Institutions	...	...
Site Acquisition	...	...
Major Equipment	...	...
TOTAL	2	600

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	2	600
Enhance Services	...	...
Expand Services	...	...
Comply with Statute or Court Order	...	...
Stimulate Economic Development	...	...
Other		
TOTAL	2	600

AGENCY OVERVIEW

The mission of the Washington Aqueduct is to collect, purify and pump an adequate supply of potable water for the District of Columbia, Arlington County, and approximately 40 square miles of Fairfax County, Virginia. Water distribution in these areas is the responsibility of the local governments.

The Washington Aqueduct Division Capital Improvements Program is designed to ensure the continued adequacy of the water supply of the District of Columbia Northern Virginia, the federal government, and the D.C. Fire Department. This program reflects the need to improve and rehabilitate portions of the Washington Aqueduct System.

The Washington Aqueduct has a two part maintenance plan. The first part consists of routine daily preventative or breakdown maintenance, and is funded under the operating budget. The capital program is based on the Washington Aqueduct's second part or long-range maintenance plan. This plan identifies the necessary major plant rehabilitation or replacement to sustain continued water supply system reliability. Both of the projects requested in the FY 1987 budget are in this category.

The $600,000 requested for FY 1987 will be used to complete rehabilitation or replacement of major items of equipment in the Dalecarlia Filter Building and the Dalecarlia Pumping Station. Completion of these programs will prolong the useful life of these installations and insure the continued dependability of the water supply system.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: (Name & Code) WATER AND SEWER ENTERPRISE FUND (350)

AGENCY: (Name & Code) WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Dalecarlia Pumping Station, Pumps, Motors and Appurtenances 5900 MacArthur Blvd., N.W.	122	DW	1990	Site		...	...	...	...
				Design		...	...	...	...
				Project Management		...	...	...	...
				Construction		300	1,500	...	1,800
				Equipment		...	...	...	...
				TOTAL		300	1,500	...	1,800
Renovate Dalecarlia Filter Building and Modify Chemical Storage Facilities 5900 MacArthur Blvd., N.W.	123	DW	1990	Site		...	...	...	...
				Design		...	...	...	...
				Project Management		...	30	...	30
				Construction		300	4,031	...	4,331
				Equipment		...	...	...	...
				TOTAL		300	4,061	...	4,361
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
Agency Total				Site		...	...	...	...
				Design		...	...	...	...
				Project Management		...	30	...	30
				Construction		600	5,531	...	6,131
				Equipment		...	...	...	...
				TOTAL		600	5,561	...	6,161

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (350)

AGENCY: Name & Code WASHINGTON AQUEDUCT DIVISION (LB) U.S. ARMY ENGINEER DISTRICT, BALTIMORE

Project Name Dalecarlia Pumping Station, Pumps, Motors and Appurtenances	Project Number 122	Ward(s) DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs	
Project Location 5900 MacArthur Boulevard, N.W. Washington, D.C.	Estimated Completion Date 1990	Number of Square Feet NA	Useful Life (Years) 30	

Phase	Project Budget Authority								
	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...						...
Design	...		...						...
Project Management	...		...						...
Construction	300		1,500						1,800
Equipment	...		...						...
TOTAL AUTHORITY	300		1,500						1,800

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		300		300
FY 1988		...		...
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		300		300

[illegible]

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:	Objective of project is to:	Land Ownership:	Will the project cause the relocation of individuals or businesses?
Infrastructure ☒	Restore Service ☒	Private ☐	Yes ☐
Public Facilities ☐	Expand Service ☐	Federal ☒	No ☒
Institutions ☐	Enhance Service ☐	District ☐	Number: ____
Land Acquisition ☐	Comply with Court Order or Statute ☐	Not Applicable ☐	
Major Equipment ☐	Stimulate Economic Development ☐		
	Other ☐		See CAP 4 for further information

2649

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

FUND: WATER AND SEWER ENTERPRISE FUND (360)

AGENCY: WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

Project Name Dalecarlia Pumping Station, Pumps, Motors, and Appurtenances	Project Number 122	Project Location 5900 MacArthur Boulevard, N.W. Washington, D.C.

PROJECT JUSTIFICATION

The Washington Aqueduct requests authorization of $300,000 for replacement or reconditioning of major pumps and motors at the Dalecarlia Pumping Station. The project was initially authorized in FY 1980 for $400,000. Additional authorization of $1,100,000 was provided in FY 1986. This project maintains the effectiveness of the infrastructure by maintaining the reliability of the Dalecarlia Pumping Station.

The Dalecarlia Pumping Station has been in continuous operation for 27 years. The pumps, motors, and related appurtenances are showing signs of excessive wear, and must be rehabilitated if this key installation is to reliably perform its function. This facility pumps finished water to the District of Columbia, Arlington County, and Falls Church, Virginia.

OPERATING BUDGET IMPACT

This is a replacement project to maintain existing facilities. Implementation of this project will reduce the risk of breakdowns in the system.

IMPACT ON THE COMMUNITY

No adverse impact is anticipated. Implementation would ensure continued reliability of the water supply system.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

This project will be financed by proceeds from District of Columbia general obligation bonds.

SCOPE OF WORK

The scope of work will include the following:

Reconditioning or replacing major pumps, motors, valves, electrical gear, and control systems.

1 May 1986

Opening Statement

Harry C. Ways
Chief, Washington Aqueduct Division
Baltimore District, U.S. Army Corps of Engineers

The Washington Aqueduct is responsible for collecting, purifying and pumping an adequate supply of potable water for the District of Columbia, Arlington County, and approximately 40 square miles of Fairfax County, Virginia. The local governments are responsible for water distribution in their areas. An estimated 78 billion gallons of purified water will be pumped to these consumers in FY 1987. To accomplish this mission, the Washington Aqueduct must operate on a 24-hour-a-day basis, 365 days a year.

The quality of the water produced by the Washington Aqueduct surpasses all standards promulgated by the EPA under the Safe Drinking Water Act. Average consumption during FY 1985 was 216 mgd and maximum day consumption was 273 mg.

The FY 1987 appropriated budget request is $16,229,000 and 275 authorized continuing full-time positions, an increase from 1986 of $1,325,000. The FY 1987 operating budget request does not include any inflationary increases, and provides funding at the FY 1985 level for energy, supplies, guard services and equipment.

The Personal Services request is $7,639,000, an increase of $465,000. The request includes $6,614,000 for continuing full-time pay, an increase of $402,000 from FY 1986. The fringe benefits request is $874,000, an increase of $54,000. The request includes $151,000 for special pay (overtime, night differential, holiday, and Sunday premium), representing an increase of $9,000. The Personal Services request includes within-grade increases of $171,000 and a projected four percent pay adjustment increase of $294,000.

The Other Than Personal Services request is $8,590,000, an increase from FY 1986 of $860,000. The request for supplies and materials reflects a net increase of $300,000 which provides funding for chemicals at the FY 1986 level and other supplies at the FY 1985 cost level. During FY 1986, there was a 62 percent increase in the cost of aluminum sulfate. The request for energy represents an increase of $240,000 which will provide funding for electricity at the FY 1985 cost level. An increase of $311,000 is requested for Object Class 40. The Regional Water Supply Agreements account for $144,000 of this increase. The inclusion of Little Seneca Lake will require an estimated $100,000 and the remaining $44,000 will provide for increases in the operation and maintenance costs of Bloomington Lake, Savage Reservoir and the Interstate Commission on the Potomac River Basin, Coop Section. Also include in the Object Class 40 increase is $150,000 for a distributed process control instrumentation maintenance program for the new McMillan Water Treatment Plant. An increase of $17,000 is requested to fund the anticipated adjustment for support services provided by the Baltimore District, Corps of Engineers. No increase is requested for equipment.

The new McMillan Water Treatment Plant was completed, and placed in fulltime service supplying water to the City in January of 1986. The modifications, to the Little Falls Dam to eliminate the hazardous roller effect, were completed in March of 1986.

WEDNESDAY, MAY 21, 1986.

LOTTERY AND CHARITABLE GAMES CONTROL BOARD

WITNESSES

ALICE DAVIS, VICE CHAIR OF THE BOARD
DOUGLASS W. GORDON, EXECUTIVE DIRECTOR
ROBERT REID, FINANCIAL PROGRAM AND SERVICES MANAGER
IRVIN LOGAN, BUDGET OFFICER

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code WATER AND SEWER ENTERPRISE FUND (350)

AGENCY: Name & Code WASHINGTON AQUEDUCT DIVISION (LB)
U.S. ARMY ENGINEER DISTRICT, BALTIMORE

Project Name: Renovate Dalecarlia Filter Building and Modify Chemical Storage Facilities	Project Number: 123	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs	
Project Location: 5900 MacArthur Boulevard, N.W. Washington, D.C.	Estimated Completion Date: 1990	Number of Square Feet: NA	Useful Life (Years): 30	

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...						...
Design	...		...						...
Project Management	...		30						30
Construction	300		4,031						4,331
Equipment	...		...						...
TOTAL AUTHORITY	300		4,061						4,361

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		300		300
FY 1988		...		...
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		300		300

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Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☒
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☒
- District ☐
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ **FY 87 CAPITAL BUDGET REQUEST** **PROJECT JUSTIFICATION & SCOPE OF WORK** **4 CAP**

FUND: Name & Code	WATER AND SEWER ENTERPRISE FUND (350)
AGENCY: Name & Code	WASHINGTON AQUEDUCT DIVISION (LB) U.S. ARMY ENGINEER DISTRICT, BALTIMORE
Project Name	Renovate Dalecarlia Filter Building and Modify Chemical Storage Facilities
Project Number	123
Project Location	5900 MacArthur Boulevard, N.W. Washington, D.C.

PROJECT JUSTIFICATION

The Washington Aqueduct requests authorization of $300,000 to replace filter controls, pipes, and valves in the Dalecarlia Filter Building, a continuing project aimed at maintaining the effectiveness of the plant. The project was initially authorized in FY 1972. Total prior authority of $4,061,000 was provided in FY 1972, 1975, 1980, 1982, 1983, 1985, and 1986.

Maintaining the Dalecarlia Plant in its full rated capacity requires replacing existing major equipment which has reached the end of its useful life. Water treatment plant equipment must operate on a continuous 24-hour basis under adverse conditions. The Dalecarlia Filter Building produces more than 55 percent of all the water processed by the Washington Aqueduct Division. Much of the original equipment installed in 1926 is in need of replacement.

A continuing replacement program for major plant equipment is necessary to assure production of adequate amounts of water, and to meet the Primary Drinking Water Standards imposed under the Safe Drinking Water Act. The proposed filter and chemical modifications will increase the reliability of the existing Dalecarlia Water Treatment Plant by removing and replacing mechanical equipment and renovating the filter building and storage facilities.

OPERATING BUDGET IMPACT

This is a replacement project to maintain existing facilities. The project reduces operational costs for maintenance, utilities, and emergency repairs.

IMPACT ON THE COMMUNITY

No adverse impact is anticipated. Implementation will ensure continued reliability of the water supply system.

SOURCES OF REVENUE FOR THE REQUESTED PROJECT

The project will be financed by proceeds from District of Columbia general obligation bonds.

SCOPE OF WORK

The scope of work will include the following:

> Removing and replacing major items of mechanical equipment at the Dalecarlia Water Treatment Plant, including pipes, valves, valve operators, controls, instrumentation, and filter media.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: (Name & Code) ENTERPRISE FUND (420)

AGENCY: (Name & Code) LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	70	[2,683]	79	[3,528]	94	[4,151]	94	[5,458]	...	[+1,307]
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	86,290	...	112,792	...	108,220	...	146,378	...	+38,158
	SUBTOTAL EXPENDITURES	70	86,290	79	112,792	94	108,220	94	146,378	...	+38,158
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	70	86,290	79	112,792	94	108,220	94	146,378	...	+38,158
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	40		58		92		92		...	
	Average CFT Salary	29		27		26		28		+2	
	Average All Other Employment	15		12		8		16		+8	
	Total Full-Time Equivalent (FTE) Employment	55		67		100		108		+8	
	Overtime & Other Pay – Full Time Equivalent (FTE)	8		8		...		...		...	
	Average Full-Time Equivalent Salary	24		25		25		26		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation	...		...		...		...		...	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	...		...		...		...		...	

AGENCY OVERVIEW

The Lottery and Charitable Games Control Board, established by D.C. Law 3-172, Law to Legalize Lotteries, Daily Numbers Games, and Bingo and Raffles for Charitable purposes in the District of Columbia, is responsible for investigating license applicants, for inspecting licensed premises and enterprises, for protecting the public against fraud and deception, for regulating the conduct of charitable games, for conducting legalized lotteries, and for generating revenue for the District of Columbia General Fund.

FINANCIAL SUMMARY

The FY 1987 request for appropriated budget authority is $5,458,000 and 94 continuing full-time positions, an increase of $1,307,000 with no change in continuing full-time positions.

The increase from FY 1986 is requested to continue efforts to reduce operating expenses by relocating lottery operations to a permanent facility.

The personal services request is $3,195,000, an increase of $445,000 and eight full-time equivalent employees. The increase provides $2,593,000 in continuing full-time pay, $312,000 in temporary full-time pay, and $290,000 in related fringe benefits. The items funded by the increase include $99,000 for the FY 1987 pay adjustment, $24,000 for within-grade increases, $134,000 for salary annualizations, $148,000 for nine temporary full-time positions and $40,000 for fringe benefits.

The request for nonpersonal services is $2,263,000, an increase from FY 1986 of $862,000. The increase provides $10,000 for computer related supplies, $17,000 for inflationary and consumption increases in electricity, $70,000 for increased telephone rates and to relocate the communications system, $500,000 for space rental costs

0811/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

associated with a new facility, $150,000 for relocating office furnishings, the security system, and the computer facility to new office space, and $115,000 for additional computer hardware.

The projected gross budget (including operating revenue) for the Lottery and Charitable Games Control Board is $146,378,000, an increase of $38,158,000. Total gross operating revenues of $5,458,000 will fund the board's administrative expenses, and $47,634,000 will be transferred to the General Fund (included in the General Fund financial plan) to support the District's overall operation and programs. The revenue estimates for FY 1987 are derived from administering legalized lotteries, on-line numbers games, earnings on investments, and license fees for the operation of bingo games and raffles.

The board's operations are financed entirely with non-federal funds, with the net proceeds serving as a source of revenue for the General Fund. Only the administrative expenses of $5,458,000 are provided from appropriated budget authority. The following financial plan for FY 1987 shows the relationship between the gross budget, including the administrative expenses, the planned appropriated net transfer to the General Fund of $47,634,000, and $146,378,000 in gross revenue.

FY 1987 Financial Plan
(1000)

Operating Revenue	
Sales:	
Instant Lottery	10,411
Lucky Numbers	92,668
Lucky Lotto	16,639
D.C. Four	26,138
Fees:	
Raffles	12
Bingo	10
Total Operating Income	145,878
Operating Expenses:	
Administrative:	5,458
Ticket Distribution	765
Prizes	75,095
Agent Commissions	8,110
Contractor Fees	4,334
Direct Charges	557
Advertising	4,100
Total Operating Expenses	98,419
Operating Income	47,459
Nonoperating Rev. Interest	$ 500
Income Before Operating Transfers	47,959
Operating Transfers-Out	(47,634)
Net Income	325
Retained Earnings at Beginning of Year	1,147
Retained Earnings at End of Year	1,472

PROGRAM IMPACTS

The FY 1987 administrative budget request affords the Lottery and Charitable Games Control Board the ability to manage the continued growth in lottery revenue. Revenue generated from legalized lotteries and on-line numbers games has increased substantially since implementing lottery operations in FY 1982. During that period, the board has lessened its reliance on contracted services, and assumed primary responsibility for the instant lottery games, and marketing and advertising. The additional resources requested in fiscal year 1987 will allow the board to obtain direct control of these operations, eliminating all previously related contracts. The elimination of such contracts has created a need for additional personal services resources within the administrative budget. This increase is more than offset by a reduction in nonadministrative contractual services costs.

The board plans to move the lottery operation to a permanent facility in FY 1987. Funds requested for this purpose will provide the stability for future development and growth to meet the demands of the lottery market and industry. Establishing a site for the administration and management of the lottery will greatly enhance public perceptions concerning the presence and impact of the operation in the District of Columbia. The Lottery Board has made and will continue to make, long-term financial commitments to the community through revenues to the General Fund and to the winners of the multiyear prizes. It is important to maintain this confidence and support by providing a permanent lottery facility. The geometric growth experienced by the lottery over the last three years far exceeded the board's expectations when the relocation to temporary quarters was approved. The board is currently faced with inadequate office space for the operation. An expanded facility is necessary to accommodate present operations and provide for forecasted growth.

The budget structure for administering the lottery activities will be revised in FY 1987. The revision is necessary to accommodate the growth and expansion that the operation has experienced since FY 1982. The board's fiscal responsibilities require expanding the number of control centers from one to three. The new structure will improve the board's ability to manage the budgetary and accounting responsibilities of the lottery.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: ENTERPRISE FUND (420)

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

PROGRAM PERFORMANCE DATA

MEASURES	FY 1984	FY 1985	FY 1986	FY 1987
License and Inspections:				
Bingo	39	44	48	50
Raffles	32	38	45	50
Instant Lottery	1,121	700	700	700
On-Line Games	466	475	500	550
Investigations:				
Number of Cases:	243	264	275	300
Sales:				
Average Sales/Week				
Instant Lottery	$ 316,310	$ 174,000	$ 307,692	$ 200,200
Daily Numbers	1,283,085	1,715,000	1,500,000	1,782,000
Lotto	115,380	156,000	150,000	320,000
DC Four	...	205,000	105,769	502,700
Average Sales/Agent				
Daily Numbers	$ 2,753	3,610	3,000	3,240
DC Four	...	431	212	914
Total Numbers	2,753	4,041	3,212	4,154
Lotto	275	192	300	582
Instant Lottery	282	248	439	297
Total	$3,035	$4,289	$3,651*	$5,033

The responsibilities and productivity of the board's ability to operate lotteries, on-line numbers games, and charitable game events can be measured at several levels. These program indicators relate to the rules and regulations governing the issuance of licenses and inspection of all applicants; the investigation, misconduct, and deception of agents, their activities, and customer claims; and the sales activities of the various lottery and on-line numbers games. Funds derived from these combined efforts directly and indirectly generate revenue for the city. Revenue is transferred to support the General Fund, while fund-raising events support charitable causes in the community.

* The revised FY 1986 estimate is $4,500.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY—CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: ENTERPRISE FUND (420)
Name & Code

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)
Name & Code

CONTROL CENTER		FY1985–FY1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Lottery and Charitable Games Control Board	79	[3,528]	94	[4,151]	...	...	-94	-4,151								
01	Administration	...	...	...	...	94	[5,458]	+94	+5,458							94	...
02	Instant Lottery Sales	...	...	...	...	...	...	...	...			...	10,433			...	10,433
03	On-Line Sales	...	...	...	...	...	...	...	...			...	135,945			...	135,945
	TOTAL AGENCY	79	[3,528]	94	[4,151]	94	[5,458]	...	+1,307			...	146,378			94	146,378
	OBJECT CLASS DETAIL																
11	Regular Pay		[1,460]		[2,387]		[2,593]		+206				2,593				2,593
12	Other Regular Pay		[230]		[116]		[312]		+196				312				312
13	Additional Gross Pay		[175]		...		...		...				...				...
14	Fringe Benefits		[168]		[247]		[290]		+ 43				290				290
	TOTAL PERSONAL SERVICES		[2,033]		[2,750]		[3,195]		+445				3,195				3,195
20	Supplies		[30]		[45]		[55]		+ 10				55				55
30a	Energy		[15]		[43]		[60]		+ 17				60				60
30b	Communications		[154]		[80]		[150]		+ 70				150				150
30c	Building Rent		[312]		[400]		[900]		+500				900				900
40	Other Services & Charges		[566]		[708]		[858]		+150				10,939				10,939
60	Subsidies & Transfers (General Fund)		...		...		...		...				47,634				47,634
50	Subsidies & Transfers (Other)		...		...		...		...				83,205				83,205
70	Equipment & Equipment Rental		[418]		[125]		[240]		+115				240				240
	TOTAL NONPERSONAL SERVICES		[1,495]		[1,401]		[2,263]		+862				143,183				143,183
	TOTAL AGENCY		[3,528]		[4,151]		[5,458]		+1,307				146,378				146,378
	PERSONNEL SUMMARY																
	Average CFT Employment		55		92		92		...								92
	Average CFT Salary		27		26		28		+2								28
	Average All Other Employment		12		8		16		+8				...				16
	Total FTE Employment		67		100		108		+8				...				108
	Overtime & Other Pay FTE Employment		8		...		...		...				...				...
	Average FTE Salary		25		26		27		+1				...				27

OB11/85.1

2658

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE FUND (420)

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

CONTROL CENTER: ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
1100		ADMINISTRATION (CC-10)														
		Redirections														
	1.1	Redirection-out for personal services funding and positions														
		a. Regular Pay	11	72	1,896			-72	-1,896						-72	-1,896
		b. Other Regular Pay	12	...	33			...	-33						...	-33
		c. Fringe Benefits	14	...	191			...	-191						...	-191
	1.3	Redirection-out for nonpersonal services funding														
		a. Supplies	26	...	45			...	-45						...	-45
		b. Energy	30	...	43			...	-43						...	-43
		c. Communications	30	...	80			...	-80						...	-80
		d. Building Rent	30	...	400			...	-400						...	-400
		e. Other Services & Charges	40	...	708			...	-708						...	-708
		f. Equipment and Equipment Rental	70	...	125			...	-125						...	-125
		Subtotal Resp. Center 1100						[-72]	[-3,521]						[-72]	[-3,521]
1200		LOTTERY DIVISION (CC-10)														
	1.1	Redirections														
		Redirection-out for personal services funding and positions														
		a. Regular Pay	11	13	306			-13	-306						-13	-306
		b. Other Regular Pay	12	...	58			...	-58						...	-58
		c. Fringe Benefits	14	...	36			...	-36							-36
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: (Name & Code) ENTERPRISE FUND (420)

AGENCY: (Name & Code) LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

CONTROL CENTER: (Name & Code) ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Subtotal Resp. Center 1200						[-13]	[-400]						[-13]	[-400]
1300		BINGO and RAFFLE DIVISION (CC-10)														
		Redirections														
	1.1	Redirection-out for personal services														
		funding and positions														
		a. Regular Pay	11	9	185			-9	-185						-9	-185
		b. Other Regular Pay	12	...	25			...	-25						...	-25
		c. Fringe Benefits	14	...	20			...	-20						...	-20
		Subtotal Resp. Center 1300						[-9]	[-230]						[-9]	[-230]
0101		EXECUTIVE MANAGEMENT (CC-01)														
		Redirections														
	1.2	Redirection-in for personal services														
		funding and positions to the Office														
		of the Director, General Counsel, Security														
		Services and the Administrative														
		Division														
		a. Regular Pay	11	...	...			+28	+789						+28	+789
		b. Fringe Benefits	14	...	...			...	+78						...	+78
	1.4	Redirection-in for nonpersonal services														
		funding to the Executive Management resp. center														
		TOTAL CONTROL CENTER														

DB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE FUND (420)

AGENCY: Name & Code LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

CONTROL CENTER: Name & Code ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Supplies	20	...	...			...	+45						...	+45
		b. Other Services & Charges	40	...	...			...	+198						...	+198
		c. Equipment & Equipment Rental	70	...	...			...	+53						...	+53
		Increases														
	2.1	Increases for salary annualizations														
		a. Regular Pay	11	...	...							...	...	+37	...	+37
	3.1	Increase for within grades														
		a. Regular pay	11	...	...							...	...	+9	...	+9
	4.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	+31	...	+31
	6.1	Increase for fringe benefits														
		a. Fringe Benefits	14	...	...							...	...	+7	...	+7
	11.0	Increase for relocation of office														
		furnishings and security system														
		a. Other Services & Charges	40	...	...							...	...	+95	...	+95
		Subtotal Resp. Center 0101						[+28]	[+1,163]					[+179]	[+28]	[+1,342]
0102		Lottery Division (CC-01)														
	1.2	Redirection-in for personal services														
		funding and positions to Lottery														
		Operations and Marketing Unit														
		a. Regular Pay	11	...	...			+23	+608						+23	+608
		TOTAL CONTROL CENTER		▨	▨											

CB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE FUND (420)
Name & Code

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)
Name & Code

CONTROL CENTER: ADMINISTRATION (01)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Other Regular Pay	12	...	...			...	+58						...	+58
		c. Fringe Benefits	14	...	...			...	+67						...	+67
	1.4	Redirection-in for nonpersonal														
		services to the Lottery Division														
		resp. center														
		a. Other Services & Charges	40	...	...			...	+218						...	+218
		b. Equipment & Equipment Rental	70	...	...			...	+10						...	+10
		Increases														
	2.1	Increase for salary annualizations														
		a. Regular Pay	11	...	...							...	...	+18	...	+18
		b. Other Regular Pay	12	...	...							...	...	+21	...	+21
	3.1	Increase for within grades														
		a. Regular Pay	11	...	...							...	...	+6	...	+6
	4.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	+24	...	+24
		b. Other Regular Pay	12	...	...							...	...	+2	...	+2
	5.1	Increase for temporary employment														
		a. One DS-13 Sales Manager	12	...	...							9	...	+28	...	+28
		b. Four DS-9 Sales Representatives	12	...	...							9	...	+63	...	+63
		c. One DS-5 Secretary	12	...	...							9	...	+10	...	+10
	6.1	Increase for Fringe Benefits														
		a. Fringe Benefits	14	...	...							...	...	+17	...	+17
		Subtotal resp. center 0102						[+23]	[+961]			...	...	[+189]	[+23]	[+1,150]
		TOTAL CONTROL CENTER														

D811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE FUND (420)
AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)
CONTROL CENTER: ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
0103		OPERATIONS DIVISION (CC-01)														
		Redirections														
	1.2	Redirection-in for personal services funding and positions to the Office of the Controller and Automated Information Services Division														
		a. Regular Pay	11	...	...			+34	+822						+34	+822
		b. Other Regular Pay	12	...	...			...	+33						...	+33
		c. Fringe Benefits	14	...	...			...	+83						...	+83
	1.4	Redirection-in for nonpersonal services funding to the Operations Division resp. center														
		a. Energy	30	...	...			...	+43						...	+43
		b. Communications	30	...	...			...	+80						...	+80
		c. Building Rent	30	...	...			...	+400						...	+400
		d. Other Services & Charges	40	...	...			...	+254						...	+254
		e. Equipment & Equipment Rental	70	...	...			...	+61						...	+61
		Increases														
	2.1	Increase for salary annualizations														
		a. Regular Pay	11	...	...							...	...	+36	...	+36
		b. Other Regular Pay	12	...	...							...	...	+12	...	+12
	3.1	Increase for within grades														
		a. Regular Pay	11	...	...							...	...	+8	...	+8
		TOTAL CONTROL CENTER														

CH11/85.1 *See Schedule 4a.

2663

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code ENTERPRISE FUND (420)

AGENCY: Name & Code LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

CONTROL CENTER: Name & Code ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	4.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	+33	...	+33
		b. Other Regular Pay	12	...	...									+1	...	+1
	5.1	Increase for three TFT positions														
		a. Two DS-9 Inventory Specialists	12	...	...							...	...	+33	...	+33
		b. One On-line Accountant	12	...	...							...	...	+14	...	+14
	6.1	Increase for fringe benefits														
		a. Fringe Benefits	14	...	...							...	...	+14	...	+14
	7.0	Increase for software and computer														
		supplies														
		a. Supplies	20	...	...							...	...	+10	...	+10
	8.0	Increase for electricity														
		a. Energy	30	...	...							...	...	+17	...	+17
	9.0	Increase for telephone service														
		and relocation														
		a. Communications	30	...	...									+70	...	+70
	10.0	Increase for office space rental														
		a. Building Rent	30	...	...							...	...	+500	...	+500
	11.0	Increase for computer hardware														
		relocation														
		a. Other Services & Charges	40	...	...							...	...	+55	...	+55
	12.0	Increase for computer hardware														
		lease														
		a. Equipment & Equipment Rental	70	...	...									+115	...	+115
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

BUDGET REQUEST OF LOTTERY BOARD

Mr. DIXON. We are going to take the Lottery and Charitable Games Control Board next. With us we have Douglass W. Gordon, the Executive Director, and Carolyn Lewis, Chairman of the Lottery and Charitable Games Control Board. The Board is requesting $5,458,000 and 94 positions for its operations during fiscal year 1987, an increase of $1,307,000 above the appropriation level for fiscal year 1986 and no change in the number of positions.

I understand that Ms. Lewis is not here?

Mr. GORDON. I would like to introduce Mrs. Alice Davis, who is the Vice Chair of the Board. Mrs. Lewis was unexpectedly called out of town.

Mr. DIXON. We welcome you, Ms. Davis. If you have a general statement you would like to submit for the record, Mr. Gordon, we would be pleased to receive it. If you want to highlight the activities of the Board, perhaps you can do that now before we go to the Floor and vote.

OPENING STATEMENT OF LOTTERY BOARD EXECUTIVE DIRECTOR

Mr. GORDON. Thank you, Mr. Chairman. We have already submitted a statement, and I would like to highlight some of the things we have done and some of our future plans.

We are very proud to say that this past year, we concluded still another record year for lottery sales. We not only increased the revenues, but increased the percentage of the transfer to the General Fund.

We know that the City has benefited in many respects. Not only the players who win the prizes, but also all citizens because of the amount of money returned to the General Fund, to the retailers who sell our products, and are paid commissions and particularly the charitable organizations who run bingo and raffles, and who this past year alone, netted about $600,000 because of that activity.

In terms of the dollar increase, in 1985, our gross revenues were $112 million, which was an increase of about 23.5 percent, and the return to the General Fund was about 28.8 percent higher than the previous fiscal year.

I would like to say, Mr. Chairman, for the record, that because of your support and the support of the leadership of the City, we believe we have been successful. As was recently reported in a national gaming magazine, which I would like to quote, briefly:

"While it is not unusual for lotteries to generate more than $100 million in sales per year, it is unusual for so new a lottery to have done it so quickly. If the current trend continues, the lottery can expect that the figure to climb even higher."

As I said, Mr. Chairman, we are especially pleased with the contributions of our Charitable Games Division. The bingo games and raffles produced approximately $3 million last year.

The Board, Mr. Chairman, met before the Oversight Committee of the Council headed by H. R. Crawford and outlined for him and his committee their plans for this fiscal year. They include the review and evaluation of executive and senior management staff, the evaluation and codification of management practices and procedures and the development of research and training functions.

This is something new in the industry. We have done other innovative things. We would like to lead the industry in that. The particular figures on the budget I would leave to any questions you may have.

We are not requesting any additional continuing full-time positions, and we have requested in our budget seven temporary—I am sorry, nine temporary full-time positions.

We have two goals this year with the increases that we are requesting one is to eliminate contractual services in our ticket distribution and sales programs. Like the other things we have, we expect there will be a cost reduction.

We also are planning to move our operations to a permanent facility which has been identified, but until we get the appropriation and get the necessary administrative work done in the Department of Administrative Services, we won't do that.

TAXING LOTTERY WINNINGS

Mr. **Dixon**. Are winnings taxed here in the District? Is there a District tax?

Mr. **Gordon**. Only the Federal tax.

Mr. **Dixon**. There is no local tax?

Mr. **Gordon**. No local tax.

Mr. **Dixon**. I don't have any other questions.

Mr. Green?

FLUCTUATION IN LOTTERY EARNINGS

Mr. **Green**. What causes the fluctuations we see on page DC-4 which is schedule 2 A?

Mr. **Gordon**. I don't have that document with me.

Mr. **Dixon**. Let's see if we can find it. I will show you a copy here.

Mr. **Gordon**. This is it. What was your question?

Mr. **Green**. In fiscal year 1985, for example, the Daily Numbers figure was at $1.751 million, and you are projecting $1.5 million this year. Next year, you think you are going up again to $1.782 million.

Similarly, if you look at the Instant Lottery numbers——

Mr. **Gordon**. My controller may want to address this. I know one of the reasons is, as we add new games, the dollar amount in any one particular game will be reduced, but the overall gross amount will be increased. This past March, we introduced a new game, the only one on the North American Continent called D.C. Double.

We know there are only so many dollars out there to be spent, and it is going to be spread over more games.

INTRODUCTION OF AGENCY WITNESSES

Mr. Chairman, Bob Reid is the Controller and to his left is Irvin Logan, the Budget Officer. I would like to introduce for the record, another Board Member, Mr. Percy Battle.

Mr. **Dixon**. Welcome, gentlemen.

Mr. **Reid**. The figures for 1986 represent the currently approved budget for fiscal year 1986. We are in the process currently of revising the numbers, and when we complete that operation, I think this will come in line with 19[illegible]d 1987.

Mr. Dixon. Thank you ver[illegible]h for appearing today.

REPEALING RESTRICTION PROHIBITING LOTTERY IN GEORGETOWN AND FEDERAL ENCLAVE

Mr. Gordon. There is one thing I would like to add, Mr. Chairman. In the 1982 appropriation bill, language was included that restricted us from selling lottery tickets in the Georgetown area, and in the Federal Enclave, and we know for very good reasons.

We believe that with our history, as brief as it is, that we have demonstrated that the concerns then have not been generated. Our advertising has not been offensive. We have had a number of people who have requested that we be allowed to sell in both those areas, namely the vendors who by the Randolph-Shepard Act are authorized to sell lottery tickets and by the merchants in Georgetown who want it, and the citizens' associations who have no objections to it.

We have met with the citizens of Georgetown. We think we have demonstrated we run a class act, and would not do anything to impair what has already been achieved.

REPORT ON LOTTERY PROPOSAL

I would like to leave for the record a proposal that gives the background for the restrictions that were put in place, and I would be more than willing at any time to meet with your staff to review this proposal.

Mr. Dixon. We would be very pleased to receive that. We have been discussing that same issue here, and we will take your report and Mr. Miconi will be in touch with you.

We will place pertinent parts of the report in the record.

[The material referred to follows:]

INFORMATION CONCERNING AN AMENDMENT PERMITTING THE DISTRICT OF COLUMBIA LOTTERY TO OPERATE IN CERTAIN ADDITIONAL LOCATIONS

Legislation enacted in 1982 at the outset of operations of the District of Columbia lottery prohibits operation of the lottery in the federal enclave, in adjacent public buildings controlled by the Shipstead-Luce Act, and within the Old Georgetown Historic District. Lottery advertising also is prohibited on public transportation and at stations and stops.

With the lottery now four years old and an established institution in the District of Columbia, it is appropriate to reexamine these limitations.

Principal motivations for the limitations were to:

(1) avoid imposing the lottery on tourists;
(2) avoid conducting the lottery in historic public buildings; and
(3) avoid conducting the lottery in historic residential areas.

In addition to achieving these goals, however, the limitations have had the additional effects of:

(1) prohibiting lottery operations by certain small businesses that were only technically, but not substantively, within a prohibited area;
(2) prevented lottery operations by numerous blind vendors although their blind vendor colleagues in other states can and do conduct lottery operations;
(3) prohibiting lottery operations along the commercial strip of Georgetown; and
(4) prohibiting advertising of the lottery on the transportation system although the same system carries advertisements of New Jersey gaming establishments that generate no revenue or jobs for the District of Columbia, as does the D.C. Lottery.

A proposed amendment to the D.C. appropriations bill would somewhat relax these limitations. The amendment seeks to protect the goals of the existing limitations while eliminating most of the undesirable and unanticipated side effects of those limitations.

The direct revenue gain to the D.C. Treasury in FY87 is an estimated $1.5 million, with gain reaching a potential of $6.2 million after full adjustment to the changes.

The following materials present additional information on various of these points:

1. Text of proposed amendment and explanation.
2. List of buildings which are Category I or Category II historic sites.
3. List of applicants denied permission to operate the lottery due to Shipstead-Luce restriction.
4. List of facilities operated in federal buildings by blind vendors.
5. Detail of projected FY87 increased revenues to D.C. if restrictions are relaxed.
6. Letter from D.C. Advisory Neighborhood Commission 2E of Georgetown expressing absence of opposition to permitting lottery to operate on Georgetown commercial strip.
7. Letter from president of Washington D.C. Retail Liquor Dealers Association expressing support of his organization for relaxation of restrictions.
8. Listing of community activities undertaken by Lottery Technology Enterprises, the minority contractor which operates the lottery games operated on terminals.
9. Excerpts from the latest annual report of the D.C. Lottery.
10. Excerpts from a series of articles in Public Gaming magazine discussing operations of the D.C. Lottery.

PROPOSED AMENDMENT TO
DISTRICT OF COLUMBIA APPROPRIATIONS BILL

At the end of provisions governing the "LOTTERY AND CHARITABLE GAMES ENTERPRISE FUND", add the following: Provided further, That the advertising, sale, operation, or playing of the lotteries, raffles, bingos, or other games authorized by D.C. Law 3-172 is prohibited (1) on the Federal enclave; (2) in any public building that is adjacent to the Federal enclave, is controlled by the Shipstead-Luce Act as amended by 53 Stat. 1144, and is designated as a Category I or Category II Landmark by the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966; and (3) in the Old Georgetown Historic District; except that:

(a) such prohibition shall not apply to the advertising, sale, operation, or playing of lotteries on M Street Northwest from Rock Creek west to Key Bridge, and on Wisconsin Avenue Northwest from M Street Northwest north to the boundary of the Old Georgetown Historic District, except in any building designated as a Category I or Category II Landmark by the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966;

(b) there is hereby authorized a three-year demonstration project to study the economic and other effects of the advertising, sale, operation and playing of lottery tickets within buildings that are located within the Federal enclave by handicapped vendors operating under provision of the Randolph-Sheppard

Act as amended, except that no such vending location may be licensed for purposes of this demonstration project within a building that is designated as a Category I or Category II Landmark by the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966. The Lottery and Charitable Games Control Board shall submit information on the progress and findings of this demonstration project in connection with its annual budget requests; and

(c) advertising on public transportation and at stations and stops is permitted except at stations or stops within a building that is designated as a Category I or Category II Landmark by the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966.

This provision supersedes related limitations contained in the Act making appropriations to the District of Columbia for 1982, Public Law 97-91.

EXPLANATION OF PROPOSED AMENDMENT

Public Law 97-91, the District of Columbia Appropriations Act for 1982, prohibits the advertising, sale, operation, or playing of lotteries, raffles, bingoes, or other games within the Federal Enclave, in any adjacent public building controlled by the Shipstead-Luce Act as amended, and within the Old Georgetown Historic District, and further prohibits such advertising on public transportation and at stations and stops.

The amendment would relax these restrictions as they apply to lotteries (but not raffles, bingoes, or other games) in four ways:

1. The lottery would be permitted in public buildings adjacent to the Federal Enclave except for such buildings that have been designated as Category I Landmarks (of "Great Importance") or Category II Landmarks (of "Importance") on the District of Columbia's Inventory of Historic Sites, prepared pursuant to the National Historic Preservation Act of 1966. The present prohibition has had the effect of barring lottery operations even in small businesses which do not front on the Federal enclave, but which are located in large buildings which face the enclave from their opposite side.

2. The lottery would be permitted along the M Street and Wisconsin Avenue commercial strips in Georgetown, except in buildings designated as Category I or II Landmarks. This would not intrude on the residential or educational areas of Georgetown, or on areas containing church facilities.

3. A three-year demonstration project would be authorized for the sale of lottery tickets within buildings which are located in the Federal enclave, but that are not Category I or II Landmarks. Such sales would be made only by handicapped vendors operating pursuant to the Randolph-Sheppard Act, as amended, which grants priority to such handicapped individuals in operating snack and newsstand facilities in federal buildings. It is intended that this project would be carried out in such snack and newsstand facilities that are located in buildings which do not attract tourists in significant numbers--for example, at Bolling Air Force Base or near the cafeteria in the main building of an agency such as the Department of Labor or Department of the Interior. It is anticipated that the Lottery Board would consult with the association of blind vendors in selecting such demonstration sites. Lottery terminals can be modified without difficulty for use by blind operators. The Board would report annually on the progress and findings of the demonstration project, focusing its report on the economic results of the project and on whether such sales appear to constitute an intrusion on tourists within the Federal enclave.

4. Advertising would be permitted on public transporation and at stations and stops, except for stations or stops located within buildings that are Category I or II landmarks. Public transporation in the District of Columbia already carries advertising for gaming enterprises located in New Jersey which do not benefit the D.C. treasury or citizens.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER **7**

FUND: ENTERPRISE FUND (420)

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)

CONTROL CENTER: ADMINISTRATION (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Subtotal Resp. Center 0103						[+34]	[+1,776]			...	...	[+918]	[+34]	[+2,694]
0104		CHARITABLE GAMES (CC-01)														
		Redirection														
	1.2	Redirection-in for personal services funding and positions to Charitable Games														
		a. Regular Pay	11	...	...			+9	+169						+9	+169
		b. Other Regular Pay	12	...	...			...	+25						...	+25
		c. Fringe Benefits	14	...	...			...	+19						...	+19
	1.4	Redirection-in for nonpersonal services funding to Charitable Games														
		a. Other Services & Charges	40	...	...			...	+38						...	+38
		b. Equipment & Equipment Rental	70	...	...			...	+1							+1
		Increases														
	2.1	Increase for salary annualizations														
		a. Other Regular Pay	12	...	...							...	...	+10	...	+10
	3.1	Increase for FY within grades														
		a. Regular Pay	11	...	...							...	...	+1	...	+1
	4.1	Increase for FY 1987 pay adjustment														
		a. Regular Pay	11	...	...							...	...	+7	...	+7
		b. Other Regular Pay	12	...	...							...	...	+1	...	+1
	6.1	Increase for fringe benefits														
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE FUND (420)
Name & Code

AGENCY: LOTTERY AND CHARITABLE GAMES CONTROL BOARD (DC)
Name & Code

CONTROL CENTER: ADMINISTRATION (01)
Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Fringe Benefits	14	...	...							...	...	+2	...	+2
		Subtotal Resp. Center 0104						[...]	[+251]			...	...	[+21]	[+0]	[+273]
		TOTAL CONTROL CENTER						...	...			...	...	+1,307	...	+1,307

OB11/85.1 *See Schedule 4a.

PREPARED STATEMENT OF EXECUTIVE DIRECTOR

Mr. DIXON. Mr. Gordon, we will also place your prepared statement in the record at this point.

[Mr. Gordon's prepared statement follows:]

GOOD AFTERNOON, MR. CHARIMAN AND MEMBERS OF THE SUBCOMMITTEE ON APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA. I AM DOUGLASS W. GORDON, EXECUTIVE DIRECTOR OF THE LOTTERY AND CHARITABLE GAMES CONTROL BOARD. I AM DELIGHTED TO REPRESENT THE D.C. LOTTERY BOARD TO PROVIDE TESTIMONY AND JUSTIFICATION FOR THE FISCAL YEAR 1987 BUDGET. IN ATTENDANCE WITH ME TODAY IS CAROYLN BOONE LEWIS, BOARD CHAIRPERSON.

I WOULD LIKE TO READ A BRIEF STATEMENT FOR THE RECORD. FIRST, HOWEVER, I WOULD LIKE TO INTRODUCE THE CONTROLLER, ROBERT REID, AND IRVIN LOGAN, THE BUDGET OFFICER.

THE LOTTERY AND CHARITABLE GAMES CONTROL BOARD IS PLEASED TO APPEAR BEFORE THIS COMMITTEE TO SHARE WITH YOU THE SUCCESS OF THE PRIOR FISCAL YEAR, PLANS FOR CONTINUED GROWTH AND DEVELOPMENT, AND TO JUSTIFY THE FY 1987 BUDGET PROPOSAL. THE D.C. LOTTERY HAS CONCLUDED ANOTHER RECORD YEAR IN SALES AND FINANCIAL ACTIVITIES, AND SURPASSED A NUMBER OF MILESTONES IN THE LOTTERY INDUSTRY NATIONALLY AND INTERNATIONALLY. THESE ACCOMPLISHMENTS WERE ACHIEVED THROUGH THE HARD WORK OF THE BOARD AND STAFF, CONTINUED MANAGEMENT IMPROVEMENTS AND OPERATING EFFICIENCIES, THE COOPERATION OF EXECUTIVE AND LEGISLATIVE BRANCHES OF THE DISTRICT OF COLUMBIA GOVERNMENT, AND THE SUPPORT OF THE PATRONS OF THE LOTTERY GAMES. WE ARE PROUD OF THE RECOGNITION AND ACCOMPLISHMENTS, AND WE UNDERSTAND THE LOTTERY BOARD

IS NOT THE SOLE BENEFICIARY OF THESE ACHIEVEMENTS. THE SUCCESS AND FORTUNES OF THE OPERATION ARE MUTUALLY SHARED WITH ALL RESIDENTS OF THE DISTRICT OF COLUMBIA, WHO BENEFIT FROM THE REVENUE RETURN TO THE LOCAL ECONOMY THROUGH: DIRECT TRANSFERS TO GENERAL FUND; ADDITIONAL INCOME FOR THE BUSINESS COMMUNITY AND LOTTERY PRIZE WINNERS; AND, REVENUE GENERATION FOR NONPROFIT ORGANIZATIONS THAT SUPPORT CHARITABLE CAUSES.

IN FY 1985, THE LOTTERY OPERATION PRODUCED GROSS REVENUES OF $112.8 MILLION, INCREASING $26.5 MILLION OR 23.5 PERCENT MORE THAN FY 1984. THE TRANSFER TO THE THE DISTRICT FOR THE SAME PERIOD INCREASED $10.1 MILLION TO $35.5 MILLION, WHICH IS 28.8 PERCENT HIGHER THAN FY 1984. THESE IMPRESSIVE STATISTICS HAVE EARNED THE D.C. LOTTERY A FIRST PLACE RANKING IN PER CAPITAL SALES AMONG 18 NORTH AMERICAN STATE LOTTERIES. WE ARE EXTREMELY PLEASED TO HAVE ATTAINED THIS PRESTIGIOUS STATUS FOR THE SECOND CONSECUTIVE YEAR. ADDITIONALLY, THE D.C. LOTTERY HAD THE PRIVILEGE OF HOSTING THE ANNUAL SPRING CONFERENCE OF THE NATIONAL ASSOCIATION OF STATE LOTTERIES IN APRIL. THIS EVENT WAS QUITE SUCCESSFUL IN ESTABLISHING FULL MEMBERSHIP OF OUR LOCAL LOTTERY IN THE INDUSTRY AND IS THE CULMINATION OF 3 1/2 YEARS OF INNOVATION AND ACCOMPLISHMENT.

THIS IS CONCLUSIVE EVIDENCE OF THE BOARD'S AND STAFF'S DEDICATION, PERSISTENCE, AND ABILITY TO PROVIDE CREDIBLE MANAGEMENT, DIRECTION AND LEADERSHIP. IN OUR BRIEF EXISTENCE, THE D.C. LOTTERY HAS MANAGED TO SURPASS THE $100 MILLION MARK IN TICKET SALES. FEW BUSINESSES IN THE PRIVATE SECTOR CAN CLAIM THIS ASTOUNDING RATE OF GROWTH. THIS MILESTONE WAS OBSERVED IN THE SEPTEMBER, 1985, ISSUE OF "PUBLIC GAMING" MAGAZINE, WHICH STATED:

> "WHILE IT IS NOT UNUSUAL FOR LOTTERIES TO GENERATE MORE THAN 100 MILLION IN SALES PER YEAR, IT IS UNUSUAL FOR SO SMALL A LOTTERY TO HAVE DONE IT SO QUICKLY...
>
> IF THE CURRENT TREND CONTINUES, THE LOTTERY CAN EXPECT TO SEE THAT FIGURE CLIMB EVEN HIGHER."

WE BELIEVE THIS ACKNOWLEDGMENT OF CONFIDENCE FURTHER DEMONSTRATES OUR STRENGTHS AND ABILITIES IN MEETING A TREMENDOUS CHALLENGE AND TRANSFORMING IT INTO IMMEDIATE AND LONG-RANGE FINANCIAL OPPORTUNITIES. WHILE WE ARE PLEASED WITH THE RECOGNITION AND PERFORMANCE, WE ARE EQUALLY PLEASED WITH THE CONTRIBUTIONS OF OUR CHARITABLE GAMES DIVISION. BINGO GAMES AND RAFFLES PRODUCED APPROXIMATELY $3 MILLION IN GROSS REVENUE FOR THEIR SPONSORS IN FY 1985. MORE THAN $600,000 WAS RETAINED BY THESE NON-PROFIT ORGANIZATIONS TO PROVIDE VITALLY NEEDED SUPPORT SERVICES IN THE COMMUNITY.

WE ARE PLEASED WITH THIS RECORD OF PERFORMANCE AND BELIEVE THERE IS STILL ROOM FOR OPERATIONAL ADVANCEMENTS. FOR FY 1986, WE HAVE OUTLINED MEASURES THAT WILL BE IMPLEMENTED TO FURTHER ENHANCE THE OPERATION AND GREATLY IMPROVE MANAGEMENT AT THE D.C. LOTTERY. THESE ACTIONS INVOLVE A PROCESS OF EVALUATING MAJOR OPERATIONAL COMPONENTS AND POLICIES CONCERNING: THE REVIEW AND EVALUATION OF EXECUTIVE AND SENIOR MANAGEMENT STAFF; THE EVALUATION AND CODIFICATION OF MANAGEMENT PRACTICES AND PROCEDURES; AND DEVELOPMENT OF RESEARCH AND TRAINING FUNCTIONS. THE PROCESS IS NECESSARY IN GUARANTEEING THE FUTURE SUCCESS OF THE LOTTERY IN THE DISTRICT OF COLUMBIA.

SINCE ITS INCEPTION IN 1982, TOTAL REVENUE GENERATED FROM THE SALE OF INSTANT LOTTERY AND ON-LINE NUMBERS TICKETS, INVESTMENT EARNINGS AND FEES IS IN EXCESS OF $330 MILLION, WITH MORE THAN $100 MILLION TRANSFERRED TO THE DISTRICT'S GENERAL FUND. IT IS OUR INTENTION TO SUSTAIN THIS PATTERN OF GROWTH AND DEVELOPMENT WELL INTO THE 1990'S AND BEYOND. THIS EFFORT IS WELL UNDER WAY WITH THE INTRODUCTION OF THE DC DAILY DOUBLE GAME IN MARCH, 1986. THE DAILY DOUBLE IS A TWO NUMBER PARIMUTUEL GAME, AND THE FIRST OF ITS KIND IN NORTH AMERICA. BASED ON OUR CURRENT RECORD AND MULTI-YEAR PROJECTIONS THROUGH FISCAL YEAR 1992, WE ANTICIPATE $1 BILLION IN TOTAL SALES AND REVENUES BY 1990.

THE FISCAL YEAR 1987 REQUEST FOR BUDGET AUTHORITY REFLECTS THE GOALS AND OBJECTIVES FOR CONTINUED GROWTH AND DEVELOPMENT AND IS BASED ON GROSS REVENUE OF $146.4 MILLION. THE PROJECTED NET TRANSFER TO THE GENERAL FUND IS $47.6 MILLION OR 32.7 PERCENT OF OPERATING REVENUE. THE D.C. LOTTERY HAS DRAMATICALLY IMPROVED ITS OPERATION DURING THE PAST YEAR. SUBSTANTIAL GAINS HAVE BEEN REALIZED IN OPERATIONAL EFFICIENCIES, AND COST EFFECTIVE MANAGEMENT IN ADVERTISING, MARKETING, PROCUREMENT AND TICKET DISTRIBUTION. THE RESOURCES REQUESTED IN FY 1987 WILL ADVANCE OUR EFFORTS TO FURTHER REFINE INTERNAL POLICIES AND SYSTEMS. BUDGET AUTHORITY REQUESTED IN FISCAL YEAR 1987 IS $5,458,000, AND NO CHANGE IN CONTINUING FULL-TIME EMPLOYEES. THE INCREASE OF $1,307,000 FOCUSES PRIMARILY ON TWO MAJOR AREAS, WHICH ARE: TO ELIMINATE CONTRACTUAL SERVICES IN OUR TICKET DISTRIBUTION AND SALES PROGRAMS; AND TO MOVE THE LOTTERY OPERATIONS TO A PERMANENT FACILITY.

THE PERSONAL SERVICES REQUEST IS $3,195,000, INCREASING $445,000 FROM FY 1986. THE ADDITIONAL FUNDING OF $162,000 PROVIDES 9 TEMPORARY FULL-TIME POSITIONS FOR THE INVENTORY CONTROL UNIT, WHICH DISTRIBUTES THE INSTANT LOTTERY TICKETS, AND THE SALES UNIT, WHICH SUPPORTS THE LOTTERY AGENTS. THE BALANCE OF $283,000 FUNDS NORMAL SALARY GROWTH FOR WITHIN-GRADE REQUIREMENTS, SALARY ANNUALIZATIONS AND THE FY 1987 PAY ADJUSTMENT. THE NONPERSONAL SERVICES REQUEST IS

$2,263,000, AN INCREASE OF $862,000 FROM FY 1986. APPROXIMATELY $737,000 OR 85 PERCENT OF THE ADDITIONAL FUNDS (AND 56 PERCENT OF THE TOTAL INCREASE) SUPPORTS COSTS ASSOCIATED WITH RELOCATING THE OPERATION TO PERMANENT QUARTERS. A TENATIVE SITE IS BEING CONSIDERED IN ANACOSTIA TO SERVE AS OUR FUTURE HOME. ESTABLISHING A PERMANENT FACILITY FOR THE ADMINISTRATION AND MANAGEMENT OF THE LOTTERY WILL GREATLY ENHANCE PUBLIC PERCEPTION CONCERNING THE PRESENCE AND IMPACT OF THE OPERATION IN THE DISTRICT OF COLUMBIA. THE LOTTERY BOARD HAS MADE AND WILL CONTINUE TO MAKE, LONG-TERM FINANCIAL COMMITMENTS TO THE CITY AND TO WINNERS OF MULTIYEAR PRIZES. IT IS VERY IMPORTANT TO MAINTAIN THIS CONFIDENCE AND SUPPORT BY PROVIDING A PERMANENT LOTTERY FACILITY. THE EFFECT OF OUR OPERATION IN THIS LOCATION WILL SERVE TO PROMOTE THE CITY'S EFFORT TO SPUR ECONOMIC DEVELOPMENT IN THE AREA. WHILE OUR CONTRIBUTIONS HAVE BEEN MANY, I CANNOT THINK OF ONE THAT IS MORE SIGNIFICANT AND PRODUCTIVE FOR THE DISTRICT OF COLUMBIA AND ITS RESIDENTS.

WE THANK YOU FOR THIS OPPORTUNITY TO APPEAR BEFORE YOU TO SHARE OUR OPERATION AND JUSTIFY OUR FY 1987 BUDGET REQUEST. THE BOARD, STAFF AND I WILL BE HAPPY TO RESPOND TO ANY QUESTIONS THAT YOU, MISTER CHAIRMAN, AND COMMITTEE MEMBERS, MAY HAVE.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. I do have some questions I would like answered for the record. We will stand in recess for about five minutes.

[Recess.]

[The Committee's questions and the Lottery Board's response follow:]

LOTTERY AND CHARITABLE GAMES CONTROL BOARD

Question 1. I notice on page DC-3 of your justifications you project your gross budget to increase by $38.2 million (+35 percent) up to $146.4 million in FY 1987.

(a) Is there any particular reason why you are projecting what I would consider a sizeable increase in you total revenue in a one-year period?

(b) Are you looking at other possible ways to increase your revenues?

If so, what are they.

Answer. 1a. Yes. Revenue projections for FY 1986 were based on actual revenues generated in FY 1984. Since the preparation of the FY 1986 occurred in 1984, several on-line games had not been implemented. The FY 1986 projection was revised at the beginning of the fiscal year to $131,643,000 from 108,220,000. The revision represents an increase of $18,851,000 or 14 percent from FY 1985, and adjusts the revenue change in FY 1987 to an increase of $14,735,000 or 10 percent over FY 1986. The revision of FY 1986 revenues is attributed to a greater acceptance and confidence in the lottery operation; a restructured Lotto game featuring second and third-tier prizes; and a tremendously successful DC Four game which was introduced in March, 1985. The revised projections appropriations request.

1b. Yes. The Board has taken steps to expand the lottery agent base in several under-represented areas of the city. A marketing effort has has been outlined to attract businesses and corporate retailers to gain access to some of these locations. The major thrust in the expansion has been a proposal to lift restrictions on the sale of lottery tickets in Georgetown and the Federal Enclave. A preliminary analysis and the inclusion of these critical areas in the total lottery market indicates a potential $15,000,000 annual increase in lottery revenues. Georgetown merchants as well as the Blind Vendors Associations in the Enclave have expressed keen interest in participating with the D.C. Lottery in these markets.

WEDNESDAY, MAY 21, 1986.

D.C. RETIREMENT BOARD

WITNESSES

ARTHUR M. REYNOLDS, CHAIRMAN OF THE BOARD

GARLAND C. LISKEY, CHAIRMAN, BENEFITS COMMITTEE

EARL JOHNSON, JR., EXECUTIVE DIRECTOR

JORGE MORALES, ASSISTANT EXECUTIVE DIRECTOR FOR OPERATIONS AND BENEFITS

JEANNA CULLINS, BOARD COUNSEL

ADRIAN ANDERSON, ASSISTANT EXECUTIVE DIRECTOR FOR FINANCE

WILHELMINA MARSHALL, DIRECTOR, LEGISLATIVE AFFAIRS, OFFICE OF THE BUDGET

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	7	500[1/]	7	667[2/]	7	700[3/]	7	700[4/]	...	...
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	1,795[1/]	...	2,204[2/]	...	2,780[3/]	...	3,072[4/]	...	+292
	SUBTOTAL EXPENDITURES	7	2,295[1/]	7	2,871[2/]	7	3,480[3/]	7	3,772[4/]	...	+292
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	7	2,295[1/]	7	2,871[2/]	7	3,480[3/]	7	3,772[4/]	...	+292
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The District of Columbia Retirement Reform Act, P.L. 96-122, established an eleven-member board as an independent agency of the District of Columbia government. The board controls and manages the three retirement funds for police officers and fire fighters, judges, and teachers. It is the responsibility of the board to certify the amount of contributions required of the District and federal governments and affected employees. It serves as a fiduciary agency in all financial and investment activities on behalf of all retired and active enrollees within the three retirement systems.

The Retirement Board administration provides staff support and services to the Board of Trustees, which allows them to perform their fiduciary and administrative responsibilities under Section 121 (a-h) of P.L. 96-122. During FY 1987 the Retirement Board anticipates being fully operational and will continue to meet its statutory responsibilities including:

- implementation and review of the board's overall investment philosophy, guidelines, and strategies;
- implementation and monitoring of its investment management program for the three retirement funds;
- review of performance of investments and investment managers;
- promulgation of rules and regulations regarding the transaction of its business and control of the funds established under the Act;
- procurement of professional services in the areas of investment management, actuarial studies, auditing, and legal advice;
- establishment of uniform financial reporting requirements under the various retirement plans; and

OB11/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT'S RECOMMENDATION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

- preparation and publication of annual reports and summary descriptions of retirement programs for each plan.

By FY 1987, the Retirement Board will be controlling and managing an estimated $850 million in retirement funds assets, which will necessitate increases in investment, custodianship, and related asset management fees.

1/ $500,000 to be financed from the District's General Fund and $1,795,000 to be financed from the earnings of the three retirement trust funds.

2/ Congress approved $667,000 to be financed from the District's General Fund and $2,204,000 to be financed from the earnings of the three retirement trust funds.

3/ For fiscal year 1986, Congress appropriated $3,480,000 for administrative expenses of the board, provided that $700,000 be derived from the General Fund and $2,780,000 be financed from the earnings of the three trust funds under the board's control.

4/ $700,000 to be financed from the District's General Fund and $3,072,000 to be financed from the earnings of the three retirement trust funds.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $700,000 and seven continuing full-time positions, or no change from FY 1986. Offsetting redirections of $60,000 from Object Class 40, Other Services and Charges to Object Class 12, Other Regular Pay are requested to reflect the funding for board member's pay.

The personal services proposal is $311,000,a net increase of $60,000 and no change in full-time equivalent employment. A redirection-in of $60,000 funds Other Regular Pay for board member compensation. Major budgeted amounts include $229,000 for Regular Pay, $60,000 for Other Regular Pay, and $30,000 for Fringe Benefits.

The nonpersonal services proposal is $381,000, a net decrease of $60,000. A redirection-out of $60,000 from Other Services and Charges is to reflect board member compensation costs. Major budgeted amounts include $12,000 for Supplies, $9,000 for Communications, $69,000 for Building Rent, $264,000 for Other Services and Charges, and $27,000 for Equipment.

Through FY 1981 the administrative budget of the board has been funded with general fund approppropriations. In FY 1982, congressional appropriations language provided that in addition to the $321,000 general fund appropriations, $1,027,000 be appropriated to pay legal, investment management, and other fees and expenses of the District of Columbia Retirement Board and that these funds be derived from the earnings of the applicable retirement funds. Similarly, in FY 1983 Congress authorized $500,000 of the board's total $1,889,000 budget request to be funded from the District's general fund, with the remainder, $1,389,000 to be derived from the investment earnings of the three retirement trust funds under the board's control. The District of Columbia Appropriations Act for FY 1984 appropriated $2,295,000 for administrative expenses for the board, provided that $500,000 be derived from the general fund and $1,795,000 to be financed from the earnings of the funds. Also, the FY 1985 Appropriation Act authorized $667,000 and $2,204,000 of board expenses be derived from the general fund and the earnings of the funds, respectively. Finally, for fiscal year 1986 Congress appropriated $3,480,000 for administrative expenses, provided $700,000 be funded from the city's general fund and $2,780,000 from trust funds assets.

The total administrative expenses of the Board for FY 1987 are $3,772,000. They include $2,200,000 in investment advisor feus which are investment fees paid to outside independent managers for investing and managing the retirement funds. In most jurisdictions these fees are paid from the investment earnings of the retirement funds and are not paid by the state or local government. The District, like other jurisdictions, should not pay for these costs. In the past, the total administrative expenses, including the investment advisor fees, have been a shared cost between the general fund and the investment earnings based on a ratio that has ranged from 25/75 to its current level of 20/80 (20% general fund/80% investment fees).

Applying the currently used ratio of 20/80 to the total $3,772,000 requested by the Board, the amount that the general fund would have to pay is $754,000 with $3,018,000 to be paid from the investment earnings. However, applying the 20/80 ratio to the net administrative costs, the amount to be borne by the general fund would be $314,400 as follows:

Total Administrative Cost	$3,772,000
Less Investment Advisor Fees	2,200,000
Balance	$1,572,000
General Fund Ratio	X 20%
General Fund Cost	$ 314,400

In order not to reduce the budget below the FY 1986 level of $700,000, this amount will not be increased until the $700,000 represents a 20/80 split of the net administrative cost to the total administrative cost. The net administrative costs are less the investment advisor fees.

PROGRAM IMPACTS

The requested FY 1987 funding will allow to sustain all current services, and continue to meet its statutory investment management and financial reporting responsibilities. A redirection of $60,000 is proposed to reflect the expenditure of board member compensation.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Teachers				
Number of Service Retirements on the Rolls	2,545	2,613	2,629	2,658
Average Service Annuity	$20,741	$21,721	$22,000	$22,053
Number of Disability Retirements on the Rolls	613	613	618	623
Average Disability Annuity	$14,795	$15,606	$14,574	$13,208
Number of Survivors on Rolls	254	278	294	310
Average Survivor Annuity	$8,076	$8,836	$8,899	$8,439
Police and Fire				
Number of Service Retirements on Rolls	1,384	1,422	1,465	1,510
Average Service Annuity	$22,426	$22,865	$24,120	$25,543
Number of Disability Retirements on the Rolls	2,418	2,485	2,490	2,495
Average Disability Annuity	$19,526	$19,903	$20,800	$21,600
Number of Survivors on the Rolls	1,400	1,401	1,402	1,403
Average Survivor Annuity	$11,680	$12,367	$13,146	$13,963
Judges				
Number of Service Retirements on Rolls	28	32	34	36
Average Service Annuity	$47,357	$47,250	$48,266	$50,309
Number of Disability Retirements on the Rolls	2	3	3	4
Average Disability Annuity	$51,600	$52,000	$53,000	$53,590
Number of Survivors on the Rolls	6	5	5	5
Average Survivor Annuity	$16,700	$19,200	$21,046	$24,404

[illegible]

Section 125 of P.L. 96-122 requires the Mayor to notify the Custodian of the Retirement Funds, the D.C. Retirement Board, "...of any payment for annuities or other retirement or disability benefits (including refunds and lump-sum payments), and the Custodian of Retirement Funds shall make such payments from the appropriate fund." The board's actuary has projected the retirement rolls and annuitants' payrolls under the responsibility of the board.

DISTRICT'S RECOMMENDATION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
04	Retirement Board Administration	7	667	7	700	7	700	...	...							7	700
	TOTAL AGENCY	7	667	7	700	7	700	...	...							7	700

OBJECT CLASS DETAIL

Code	Name	FY 1985 Actual Expenditures	FY 1986 Planned Expenditures	FY 1987 Requested Expenditures	FY 1986–FY 1987 Net Change (+/-)	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross Expenditure Budget
11	Regular Pay	161	229	229	...				229
12	Other Regular Pay	70	...	60	+60				60
13	Additional Gross Pay	4	...	...	...				...
14	Fringe Benefits	15	30	30	...				30
	TOTAL PERSONAL SERVICES	250	259	319	+60				319
20	Supplies	7	12	12	...				12
30a	Energy	...	...	...	...				...
30b	Communications	12	9	9					9
30c	Building Rent	15	69	69	...				69
40	Other Services & Charges	338	324	264	-60				264
50	Subsidies & Transfers	...	...	...	...				...
60	Land & Buildings	...	...	...	...				...
70	Equipment & Equipment Rental	45	27	27	...				27
	TOTAL NONPERSONAL SERVICES	417	441	381	-60				381
	TOTAL AGENCY	667	700	700	...				700

PERSONNEL SUMMARY

Name	FY 1985 Actual Expenditures	FY 1986 Planned Expenditures	FY 1987 Requested Expenditures	FY 1986–FY 1987 Net Change (+/-)	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross Expenditure Budget
Average CFT Employment					▨	▨	▨	
Average CFT Salary					▨	▨	▨	
Average All Other Employment								
Total FTE Employment								
Overtime & Other Pay FTE Employment								
Average FTE Salary								

OB11/85.1

DISTRICT'S RECOMMENDATION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code D.C. RETIREMENT BOARD (DY)

CONTROL CENTER: Name & Code D.C. RETIREMENT BOARD ADMINISTRATION (04)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (–)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
0401		RETIREMENT BOARD														
		Redirections														
	1.1	Redirection-in to Other Regular Pay														
		for board member salary needs	12	...	...			...	+60						...	+60
	1.2	Redirection-out from Other Services														
		and Charges for board member pay	40	...	321			...	-60						...	-60
		Subtotal Responsibility Center 0401						[...]	[...]						[...]	[...]
		TOTAL CONTROL CENTER						...	...						...	...

0811/85.1 *See Schedule 4a.

DISTRICT'S RECOMMENDATION

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: (Name & Code) GENERAL (100)

AGENCY: (Name & Code) DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	7	500 1/	7	667 2/	7	700 3/	10	3,772 ***	+3	+ 3,072
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	1,795 1/	...	2,204 2/	...	2,780 3/	...	...	...	- 2,780
	SUBTOTAL EXPENDITURES	7	2,295	7	2,871 **	7	3,480 **	10	3,772	+3	+ 292
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	7	2,295	7	2,871	7	3,480	10	3,772	+3	+ 292
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	2		4		8		10		+2	
	Average CFT Salary	44		40		37		36		-1	
	Average All Other Employment	3		6		5		5		...	
	Total Full-Time Equivalent (FTE) Employment	6		11		14		16		+2	
	Overtime & Other Pay – Full Time Equivalent (FTE)	...		...		...		...		...	
	Average Full-Time Equivalent Salary	21		21		26		26		...	
CAPITAL BUDGET AUTHORITY*	Appropriation	...		...		...		...		...	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	...		...		...		...		...	

AGENCY OVERVIEW

The District of Columbia Retirement Reform Act, P.L. 96-122, established an eleven-member board of trustees as an independent agency of the District of Columbia government. The board controls and manages the three retirement funds for police officers and fire fighters, judges, and teachers. It is the responsibility of the board to certify the amount of contributions required of the District and federal governments to the retirement funds. It serves as a fiduciary agency in all financial and investment activities on behalf of all retired and active enrollees within the three retirement systems.

The Retirement Board administration provides staff support and services to the Board of Trustees and its several committees to allow them to discharge their fiduciary and administrative responsibilities set under sections 121 and 181 of P.L. 96-122. During FY 1987 the Retirement Board anticipates being fully operational and will continue to meet its statutory responsibilities including:

- implementation and review of the board's overall investment philosophy, guidelines, and strategies;
- implementation and monitoring of its investment management program for the three retirement funds;
- review of performance of investments and investment managers;
- promulgation of rules and regulations regarding the transaction of its business and control of the funds established under the Act;
- procurement of professional services in the areas of investment management, actuarial studies, auditing, and legal advice;
- establishment of uniform financial reporting requirements under the various retirement plans; and
- preparation and publication of annual reports and summary descriptions of retirement programs for each plan.

0811/85.1 *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

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** AGENCY'S REQUEST **

** Reflects the total amount appropriated, of which 20 percent has been funded by the general fund and 80 percent has been funded by the investment earnings.

*** Since current statutory provisions contained in sections 122, 123, and 124 of Public Law 96-122 restricts the use of retirement funds assets solely for the payments of retirement benefits, the Board requests that its entire $3,772,000 be funded from the District's general fund.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: GENERAL (100)

AGENCY: DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

By FY 1987, the Retirement Board will be controlling and managing an estimated $850 million in retirement funds assets, which will necessitate increases in investment, custodianship, and related asset management fees.

1/ $500,000 to be financed from the District's General Fund and $1,795,000 to be financed from the earnings of the three retirement trust funds.

2/ Congress approved $667,000 to be financed from the District's General Fund and $2,204,000 to be financed from the earnings of the three retirement trust funds.

3/ For fiscal year 1986, Congress appropriated $3,480,000 for administrative expenses of the board, provided that $700,000 be derived from the General Fund and $2,780,000 be financed from the earnings of the three trust funds under the board's control.

FINANCIAL SUMMARY

Through FY 1981 the administrative budget of the board had been funded with general fund appropriations. In FY 1982, congressional appropriations language provided that in addition to the $321,000 general fund appropriations, $1,027,000 be appropriated to pay legal, investment management, and other fees and expenses of the District of Columbia Retirement Board and that these funds be derived from the earnings of the applicable retirement funds. Similarly, in FY 1983 Congress authorized $500,000 of the board's total $1,889,000 budget request to be funded from the District's general fund, with the remainder, $1,389,000 to be derived from the investment earnings of the three retirement trust funds under the board's control. The District of Columbia Appropriations Act for FY 1984 appropriated $2,295,000 for administrative expenses for the board, provided that $500,000 be derived from the general fund and $1,795,000 to be financed from the earnings of the funds. Also, the FY 1985 Appropriation Act authorized $667,000 and $2,204,000 of board expenses be derived from the general fund and the earnings of the funds, respectively. Finally, for fiscal year 1986 Congress appropriated $3,480,000 for administrative expenses, provided $700,000 be funded from the city's general fund and $2,780,000 from trust funds assets.

For FY 1987 the Retirement Board, pursuant to Section 121(f)(1) and (2) of the D.C. Retirement Board Reform Act, (P.L. 96-122) and fulfilling its fiduciary responsibilities with respect to the retirement funds and discharging its duties solely in the interest of the participants and beneficiaries, requests $3,772,000 in appropriated funds from the District's general fund to finance the board's administrative expenses, and 10 continuing full-time positions. This represents an increase from FY 1986 of $292,000 or 8.4 percent, and 3 continuing full-time positions. The personal services request is $458,000, an increase of $67,000 or 17.1 percent, and 3 continuing full-time positions. The request for non-personal services is $3,314,000, an increase from FY 1986 of $225,000 or 7.3 percent.

PROGRAM IMPACT

Section 121 of P.L. 96-122 established the D.C. Retirement Board as an independent agency of the District government with "...the exclusive authority and discretion...to manage and control the [retirement] Funds ..." To carry out this statutory responsibility, the Board requests the above amount which will finance the needs of its staff, investment counselors, and consultants. Section 125 of P.L. 96-122 requires the Mayor to notify the Custodian of the Retirement Funds, the D.C. Retirement Board, "...of any payment for annuities or other retirement or disability benefits (including refunds and lump-sum payments), and the Custodian of Retirement Funds shall make such payments from the appropriate fund." The board's actuary has projected the following retirement rolls and annuitants' payrolls under the responsibility of the board.

PROGRAM PERFORMANCE DATA Measure	FY 1985	FY 1986	FY 1987
Teachers			
Number of Service Retirements on the Rolls	2,613	2,629	2,658
Average Service Annuity	$21,721	$22,000	$22,053
Number of Disability Retirements on the Rolls	613	618	623
Average Disability Annuity	$15,606	$14,574	$13,208
Number of Survivors on Rolls	278	294	310
Average Survivor Annuity	$8,836	$8,899	$8,439
Police and Fire			
Number of Service Retirements on Rolls	1,422	1,465	1,510
Average Service Annuity	$22,865	$24,120	$25,543
Number of Disability Retirements on the Rolls	2,485	2,490	2,495
Average Disability Annuity	$19,903	$20,800	$21,600
Number of Survivors on the Rolls	1,401	1,402	1,403
Average Survivor Annuity	$12,367	$13,146	$13,963
Judges			
Number of Service Retirements on Rolls	32	34	36
Average Service Annuity	$47,250	$48,266	$50,309
Number of Disability Retirements on the Rolls	3	3	4
Average Disability Annuity	$52,000	$53,000	$53,590
Number of Survivors on the Rolls	5	5	5
Average Survivor Annuity	$19,200	$21,046	$24,404

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY—CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
04	Retirement Board Administration	7	2,871	7	3,480	10	3,772*	+3	+292							10	3,772
	TOTAL AGENCY	7	2,871	7	3,480	10	3,772	+3	+292							10	3,772
OBJECT CLASS DETAIL																	
11	Regular Pay		160		299		361		+62								361
12	Other Regular Pay		71		62		60		- 2								60
13	Additional Gross Pay		4		...		...		...								...
14	Fringe Benefits		15		30		37		+ 7								37
	TOTAL PERSONAL SERVICES		250		391		458		+67								458
20	Supplies		7		12		14		+ 2								14
30a	Energy		...		...		...		...								...
30b	Communications		12		9		10		+ 1								10
30c	Building Rent		15		69		85		+16								85
40	Other Services & Charges		2,542		2,972		3,178		+206								3,178
50	Subsidies & Transfers		...		...		...		...								...
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		45		27		27		...								27
	TOTAL NONPERSONAL SERVICES		2,621		3,089		3,314		+225								3,314
	TOTAL AGENCY		2,871		3,480		3,772		+292								3,772
PERSONNEL SUMMARY																	
	Average CFT Employment		4		8		10		+2	▨	▨	▨	▨	▨	▨		10
	Average CFT Salary		40		37		36		-1	▨	▨	▨	▨	▨	▨		36
	Average All Other Employment		6		5		5		...								5
	Total FTE Employment		11		14		16		+2								16
	Overtime & Other Pay FTE Employment		...		...		...		...								...
	Average FTE Salary		21		26		26		...								26

OB11/85

* Since current statutory provisions contained in section 122, 123 and 124 of P.L. 96-122 restrict the use of retirement funds assets solely for the payments of retirement benefits, the Board requests that its entire $3,772,000 be funded from the District's general fund.

AGENCY'S REQUEST

2690

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

(C4) **7**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code DISTRICT OF COLUMBIA RETIREMENT BOARD (DY)

CONTROL CENTER: Name & Code RETIREMENT BOARD ADMINISTRATION

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/–)		Transfers In/Out (+/–)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/–)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0401		ADMINISTRATION														
		Increases														
	1.0	Increase of three CFT positions														
		a. one DS-06 Secretary	11	7	299							12	+1	+15	+1	+15
		b. one DS-07 Entry Level Accountant	11	7	299							12	+1	+18	+1	+18
		c. one DS-09 Retirement Specialist	11	7	299							12	+1	+23	+1	+23
	2.0	Increase for Fringe Benefits	14	...	30								...	+ 7	...	+ 6
	3.0	Increase for within grades	11	...	...									+ 6	...	+ 6
	4.0	Increase for Supplies	20	...	12								...	+ 2	...	+14
	5.0	Increase for Communications	30b	...	9								...	+ 1	...	+ 1
	6.0	Increase for Building Rent	30c	...	69								...	+16	...	+16
	7.0	Increase for Other Services and Charges	40	...	2,972								...	+206	...	+206
		BASE REDUCTIONS														
	8.0	Reduction for Other Regular Pay	12	...	62	...	-2								...	- 2
		Subtotal, Responsibility Center 0401											[+3]	[+294]	[+3]	[+292]
		TOTAL CONTROL CENTER	▨	▨	▨	...	-2	...	...	...	...		+3	+294	+3	+292

CW11/85.1 *See Schedule 4a.

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** AGENCY'S REQUEST **

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code POLICE AND FIRE RETIREMENT SYSTEM (FD)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	100,108	...	98,478	...	115,640	...	111,800	...	-3,840
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	100,108	...	98,478	...	115,640	...	111,800	...	-3,840
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	...	100,108	...	98,478	...	115,640	...	111,800	...	-3,840
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Police and Fire Retirement Systems General Fund appropriation represents the District's contribution to the District of Columbia Police Officers and Fire Fighters Retirement Fund.

Section 142(a)(4) of the D.C. Retirement Reform Act (P.L. 96-122) requires the District of Columbia Retirement to determine "...on the basis of the most recent certification submitted by the enrolled actuary ...the amount of the District payment for the next fiscal year for each Fund, ..." The Board's enrolled actuary, based on the method of determination established in section 142(b) of P.L. 96-122, determines the amount of the District's contribution to the Police Officers and Fire Fighters Retirement Fund. This amount, appropriated as the Police and Fire Fighters Retirement System and transferred to the Police Officers and Fire Fighters Retirement Fund in equal quarterly prepayments, consists of two portions. The net pay-as-you-go portion is an estimate of annuity payments to all District Metropolitan Police Department and Fire Department retirees and survivors on the retirement rolls less the actuarial estimate of active officers' retirement contributions. The amortization/inflation payment portion is an estimate of the amount necessary to keep the Police Officers and Fire Fighters Retirement Fund's unfunded liabilities from growing at a rate faster than the inflation rate assumed in the actuarial analysis. Prior to FY 1983 the District included in its annual pension budget request for the Police Officers and Fire Fighters Retirement Fund an estimate of the cost of annuities to be paid to retirees and survivors of the three federal police forces covered under the District's retirement system: the U.S. Park Police, the Secret Service, and the Uniformed Division of the Secret Service. Beginning with FY 1983, Federal Government contributions to the pension payments for the federal police forces and the equivalent spending authority were moved from the general fund revenues and appropriation requests. As in the past, the District will simply administer the pension payments for the federal government and will act in a fiduciary capacity. Through employee withholding and employer contributions, the federal government will cover the entire cost of the program.

OB11/85.) *For justifications see FY1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code POLICE AND FIRE RETIREMENT SYSTEM (FD)

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $111,800,000, a decrease of $3,840,000 in appropriated funds from FY 1986.

The FY 1987 funding request represents the District's actuarially determined FY 1987 contribution to the Police and Fire Retirement System and consists of $101,600,000 in net pay-as-you-go (gross retirement payments less active employee retirement withholdings), and $10,200,000 in inflation/amortization. In accordance with the D.C. Retirement Reform Act of 1979 (P.L. 96-122), the amounts were certified by the Retirement Board and its actuary.

PROGRAM IMPACTS

The requested FY 1987 funding will assure compliance with Section 122 of P.L. 96-122 which requires that "...all payments of annuities and other retirement and disability benefits ...shall be made from the Fund..." This includes survivor benefits and refund of retirement contributions to Metropolitan Police Officers and Fire Fighters leaving the retirement system before attaining vesting or retirement eligibility.

PROGRAM PERFORMANCE DATA

Measures	FY 1985	FY 1986	FY 1987
Number of Service Retirements on the Rolls	1,422	1,465	1,510
Average Service Annuity	$22,865	$24,120	$25,543
Number of Disability Retirements on the Rolls	2,485	2,490	2,495
Average Disability Annuity	$19,903	$20,800	$21,600
Number of Survivors on the Rolls	1,401	1,402	1,403
Average Survivor Annuity	$12,367	$13,146	$13,963

During FY 1987 approximately $112,100,000 will be paid to retirees and survivors on the annuitants' rolls. These benefit payments will be financed with the $101,600,000 net-pay-as-you-go portion of the budget request and an estimated $10,500,000 in employee retirement contributions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code POLICE AND FIRE RETIREMENT SYSTEM (FD)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
02	Police and Fire Retirement System	...	98,478	...	115,640	...	111,800	...	-3,480							...	111,800
	TOTAL AGENCY	...	98,478	...	115,640	...	111,800	...	-3,480							...	111,800
OBJECT CLASS DETAIL																	
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies		...		...		...		...								...
30a	Energy		...		...		...		...								...
30b	Communications		...		...		...		...								...
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		...		...		...		...								...
50	Subsidies & Transfers		98,478		115,640		111,800		-3,480								111,800
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		...		...		...		...								...
	TOTAL NONPERSONAL SERVICES		98,478		115,640		111,800		-3,480								111,800
	TOTAL AGENCY		98,478		115,640		111,800		-3,480								111,800
PERSONNEL SUMMARY																	
	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

0811/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code POLICE AND FIRE RETIREMENT SYSTEM (FD)

CONTROL CENTER: Name & Code POLICE AND FIRE RETIREMENT SYSTEM (02)

Resp. Center Code	Sub-Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0101		POLICE AND FIRE RETIREMENT SYSTEM														
		Base Reduction														
	1.0	Actuarially determined contribution decrease	50	...	115,640	...	-3,840								...	-3,840
		Subtotal Responsibility Center 0101				[...]	[-3,840]								...	[-3,840]
		TOTAL CONTROL CENTER				...	-3,840								...	-3,340

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code JUDGES' RETIREMENT SYSTEM (FG)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	1,700	...	1,823	...	1,800	...	2,500	...	+700
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	1,700	...	1,823	...	1,800	...	2,500	...	+700
	Intra-District Sales	...	...	...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES	...	1,700	...	1,823	...	1,800	...	2,500	...	+700
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Judges' Retirement System General Fund appropriation represents the District's contribution to the District of Columbia Judges' Retirement Fund.

Section 142(a)(4) of the D.C. Retirement Reform Act (P.L. 96-122) requires the District of Columbia Retirement Board to determine "... on the basis of the most recent certification submitted by the enrolled actuary ... the amount of the District payment for the next fiscal year for each Fund..." The Board's enrolled actuary, based on the method of determination stipulated in section 142(b) of P.L. 96-122, determines the amount of the District's contribution to the Judges' Retirement Fund. This amount, appropriated as the Judges' Retirement System is transferred to the Judges' Retirement Fund in equal quarterly prepayments and consists of two portions. The net pay-as-you-go portion is an estimate of annuity payments to all Superior Court and Court of Appeals retirees and survivors on the retirement rolls less the actuarial estimate of active judges' retirement contributions. The amortization/inflation payment portion is an estimate of the amount necessary to amortize with interest, over a ten-year period, the difference between the projected unfunded actuarial liability as of September 30, 2004, and the unfunded retirement liability as of September 30, 1979, increased by the inflation assumption to September 30, 2004.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $2,500,000 and consists of $1,900,000 in net pay-as-you-go (gross benefit payments less active judges' retirement contributions), and $600,000 for amortization/inflation, an increase of $700,000 over FY 1986. In accordance with the D.C. Retirement Reform Act of 1979, the amounts were certified by the Retirement Board and its actuary.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code JUDGES' RETIREMENT SYSTEM (FG)

PROGRAM IMPACTS

The requested FY 1987 funding will ensure compliance with Section 124 of P.L. 96-122 which requires that "...the retirement salaries, annuities, refunds and allowances provided for in this subchapter shall be paid from such Fund." This includes benefits to survivors of active or retired judges who elected these benefits within six months of taking office or within six months after marriage.

PROGRAM PERFORMANCE DATA

Measures	FY 1985	FY 1986	FY 1987
Number of Service Retirements on the Rolls	32	34	36
Average Service Annuity	$47,250	$48,266	$50,309
Number of Disability Retirements on the Rolls	3	3	4
Average Disability Annuity	$52,000	$53,000	$53,590
Number of Survivors on the Rolls	5	5	5
Average Survivor Annuity	$19,200	$21,046	$24,404

During FY 1987 approximately $2,100,000 will be paid to retirees and survivors on the annuitants' rolls. These benefit payments will be financed with the $1,900,000 net-pay-as-you-go portion of the budget request and an estimated $200,000 in employee retirement contributions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code JUDGES' RETIREMENT SYSTEM (FG)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
03	Judges' Retirement Syste	...	1,823	...	1,800	...	2;500	...	+700							...	2,500
	TOTAL AGENCY	...	1,823	...	1,800	...	2,500	...	+700							...	2,500
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies		...		...		...		...								...
30a	Energy		...		...		...		...								...
30b	Communications		...		...		...		...								...
30c	Building Rent		...		...		...		...								...
40	Other Services & Charges		...		...		...		...								...
50	Subsidies & Transfers		1,823		1,800		2,500		+700								2,500
60	Land & Buildings		...		...		...		...								...
70	Equipment & Equipment Rental		...		...		...		...								...
	TOTAL NONPERSONAL SERVICES		1,823		1,800		2,500		+700								2,500
	TOTAL AGENCY		1,823		1,800		2,500		+700								2,500
	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OBJECT CLASS DETAIL

PERSONNEL SUMMARY

OB1/86.1

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)
AGENCY: Name & Code JUDGES' RETIREMENT SYSTEM (FG)
CONTROL CENTER: Name & Code JUDGES' RETIREMENT SYSTEM (03)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
0301		JUDGES' RETIREMENT SYSTEM														
		Increase														
	1.0	Actuarially determined contribution increase	50	...	1,800								...	+700	...	+700
		Subtotal Responsibility Center 0301											[...]	[+700]	[...]	[+700]
		TOTAL CONTROL CENTER											...	+700	...	+700

*See Schedule No.

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BUDGET REQUEST OF D.C. RETIREMENT BOARD

Mr. DIXON. Next we have the D.C. Retirement Board which is requesting $3,772,000 and 10 positions for fiscal year 1987, a net increase of $292,000 and three positions above the fiscal year 1986 level.

Mr. REYNOLDS. That is correct.

Mr. DIXON. We have with us Arthur Reynolds, Chairman of the District of Columbia Retirement Board. Mr. Reynolds, if you have a prepared statement, we would be glad to receive it for the record. If you would like to highlight it, now is the time.

OPENING STATEMENT OF CHAIRMAN OF RETIREMENT BOARD

Mr. REYNOLDS. Thank you, Mr. Chairman. I am the Chairman of the District of Columbia Retirement Board. I have with me today our Executive Director, Mr. Earl Johnson, also Mr. Garland Liskey, Chairman of the Benefits Committee of the D.C. Retirement Board, Jeanna Cullins who is the in-house Counsel, Mr. Adrian Anderson, who is our Assistant Executive Director for Finance, and Mr. Jorge Morales, who is the Board's Assistant Executive Director for Operations and Benefits.

I think the most important aspect I would like to highlight, Mr. Chairman, is the investment performance the Board has been able to obtain during the past calendar year, and particularly for the six months ended March 1, 1986, and the quarter ended March 31, 1986.

I am happy to report to your investment committee that our investment performance in the quarter ending March 31, 1986 has placed the D.C. Retirement Fund as it relates to our active managers, in the top 25 percentile of all public retirement funds in the United States of America, that means our fund, as it relates to the assets in the equity vein has outperformed 75 percent of all the public retirement funds in the United States.

LITIGATION AGAINST FEDERAL GOVERNMENT

The other aspect that I would like to highlight is the fact that we had reported to you that the D.C. Retirement fund had a substantial unfunded liability. That unfunded liability presently is in the area of approximately $3.5 billion. We anticipate by the year 2004 that the unfunded liability will grow to approximately $9.3 billion.

We analyzed the situation with outside counsel and made a determination that it was our obligation to initiate litigation against the United States Government. We filed suit for the total amount of the unfunded liability, which we identified as being attributable to the failure of the Federal Government to set aside adequate funds to meet the accrued actuarial liability at the time the fund was established, plus the failure of the Federal Government to transfer to the fund pension monies which were withheld by the Federal Government prior to Home Rule.

That case is presently before the United States District Court. The Court has given the Federal Government until May 27th to file a dispositive motion, at which time we will have something like 14 days to respond to it.

We are hopeful in the litigation, but we felt our fiduciary responsibility was such that we had to undertake the litigation. I think those are the two highlights to our report.

The budgetary request is, as you have stated, and——

FUNDING OF BOARD'S ADMINISTRATIVE EXPENSES

Mr. **Dixon**. Art, can you touch upon the controversy or disagreement between the Retirement Board and the District Government as it relates to the funding formula?

As I understand it from my notes here, the Board is requesting the entire budget of $3,772,000 be funded by the District's general fund.

Mr. **Reynolds**. Yes. We feel it is the District's obligation to provide funding for the total administrative budget request submitted by the board.

Mr. **Dixon**. They want you to take it out of your investment income?

Mr. **Reynolds**. They want us to take it out of the investment earnings. Historically there has been a 20-80 split, wherein 20 percent of our administrative budget has been funded by the District, and 80 percent has been absorbed by investment earnings.

Legally, we do not feel that we have the authority to do so, except by authorization of your Committee and Congress, and if you authorize us to do so, we will proceed as we have in the past.

However, we make demand for the full sum.

Mr. **Dixon**. For fiscal year 1987 it turns out to be 18.6 percent from the general fund, because the District government wants to stay at the $700,000 mark.

Mr. **Reynolds**. I think that is correct, Mr. Chairman.

Mr. **Dixon**. Is that correct, Wilhelmina?

Ms. **Wilhelmina Marshall**. Yes. In most state and local jurisdictions, the investment advisory fees are not paid for by the state and local government. So, what we did this year was to take a look at the $3.7 million requested and subtracted the investment advisor fees of $2.2 million, leaving a balance of $1.5 million.

If you take 20 percent of the $1.5 million, their budget should only be $314,000 from the general fund. Since we are instituting a new policy or new formula, we did not reduce their budget. Instead we left the budget at the 1986 level of $700,000, and will not increase the $700,000 until the net administrative costs represent an 80-20 split. The net administrative costs are the total administrative costs less the investment advisor fees.

I am not sure the Board agrees with that policy.

Mr. **Reynolds**. We feel it is the District government's obligation to provide full funding.

Mr. **Dixon**. Mr. Coughlin?

LARGE INCREASE IN ATTORNEY'S FEES

Mr. **Coughlin**. Thank you, Mr. Chairman.

I notice your attorney's fees jumped from $105,402 in FY 1984 to $550,000 projected in FY 1985. How much is budgeted for 1987, and why the big jump?

Mr. **Reynolds**. The big jump was attributable to our, number one, undertaking an analysis of the legal predicate for initiating action on the unfunded liability, and then going forward with the filing of the suit.

Mr. **Coughlin**. I would like to have that suit.

Mr. **Reynolds**. I would, too. But that is the basic reason for the increase.

In addition, we had incurred legal expenses in connection with the preparation of the summary plan description for the three retirement plans, which communicate to the beneficiaries their rights and obligations under their respected plans, and also there were a number of legal analysis of documents for the establishment of a master trustee arrangement, investment management agreements, et cetera.

This is a one-time expense as it relates to the unfunded liability, and it is high, I agree with you. But we feel that the obligation warrants the expense so incurred. We are trying to do everything we can to monitor the expense.

We have a special committee which monitors and oversees those expenses that are being incurred. That committee is headed up by Mr. Liskey, who is the retired police officer's representative, and he and his committee members are very active in monitoring to assure that there is no excess in expense.

But I agree with you, sir, it is high.

Mr. **Dixon**. What are you budgeting for fiscal year 1987?

Mr. **Johnson**. In 1987, Mr. Chairman, we are budgeting $200,000.

DISTRICT CURRENT IN ITS PAYMENTS

Mr. **Dixon**. Is the District government current in its payments to the Retirement Board?

Mr. **Reynolds**. Yes, they are.

IMPACT OF FY 1986 GRAMM-RUDMAN HOLLINGS REDUCTION

Mr. **Dixon**. Let me ask you, I assume the $52 million Federal contribution you receive will be impacted by the Gramm-Rudman cuts. I know you are trying to get a large Federal contribution through your lawsuit, but it looks like your $52 million is going to be cut by Gramm-Rudman if there is an across-the-board reduction?

Mr. **Reynolds**. It is our position as it relates to the current fiscal year, that the Federal contribution of $52.1 million is not subject to the Gramm-Rudman limitation, because it was an obligated balance for fiscal year 1986 and, as such, it should not be subject to it because obligated balances are exempt.

I think that the representatives of the District agree with that interpretation as does our in-house counsel. I am not sure they do, but that is the position we urge as it relates to the Board. Yes.

Mr. **Dixon**. Is that the District's interpretation, Ms. Marshall?

Ms. **Wilhelmina Marshall**. I would say that we do not agree with their position. For a little background on what happened, when we got the Gramm-Rudman cut, we had drawn—

Mr. **Dixon**. For FY 1986.

Ms. **Wilhelmina Marshall**. Yes 1986. We had drawn down both the Federal payment, the retirement fund and the first half of the Water and Sewer payment. The balance remaining in the Treasury in the "Federal Payment Account" turned out to be the water and sewer balance or the second half payment of $15 million. Therefore, it turned out that that the Gramm-Rudman cut was $15 million. However, the Retirement Board has taken the position that since their monies had been withdrawn, I mean drawn down, that they are not subject to the Gramm-Rudman cut. While I won't say there is any controversy, I do understand, and——

Mr. **Dixon**. That is what happened last year?

Ms. **Wilhelmina Marshall**. FY 1986 is the first year of Gramm-Rudman.

RETIREMENT BOARD'S LETTER TO GAO

I am talking about, FY 1986. It is my understanding that the Retirement Board has written to the General Accounting Office asking for a ruling, and I am not sure that they have received a response back.

Mr. **Reynolds**. We have not received a response yet.

Ms. **Wilhelmina Marshall**. Mr. Chairman, our position is that we would still anticipate a cut to the Retirement Board unless the Congress will pay the water and sewer bill they owe the District.

Mr. **Dixon**. Well, you got the Federal payment before the Gramm-Rudman reductions, but you left the water and sewer funds in the Federal Treasury and now you are saying the Federal government owes you for the water and sewer, and the Federal government will say, give us back some of the Federal payment that we gave you.

Ms. **Wilhelmina Marshall**. Mr. Chairman, our position is the water and sewer fund should not be subject to the cut.

Mr. **Dixon**. I see the scheme. While this is money owing you—you already grabbed this other—and are saying you will hold on to this money until the Federal government gives you $16 million for water and sewer—I understand doing it that way, but I don't think it holds water.

Ms. **Wilhelmina Marshall**. I think our concern is if the GAO rules that the retirement funds are not subject to Gramm-Rudman, then I think that puts the District in a very untenable position.

Mr. **Dixon**. I don't think the District's Federal payment or any monies owing to the District should be subject to Gramm-Rudman, but I don't think anybody will buy that little switching of shells.

GAO RULING ON GRAMM-RUDMAN

[Clerk's note.—The following two letters from the General Accounting Office were subsequently received for the record:]

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code TEACHERS' RETIREMENT AND ANNUITY PAYMENTS (GX)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	71,662	...	64,194	...	70,905	...	58,800	...	-12,105
	Federal Funds	...	...	...	...	...	...	...	...	...	...
	Private & Other Funds	...	...	...	...	...	...	...	...	...	...
	SUBTOTAL EXPENDITURES	...	71,662	...	64,194	...	70,905	...	58,800	...	-12,105
	Intra-District Sales	...	684	...	400	...	400	...	400	...	...
	TOTAL EXPENDITURES	...	72,346	...	64,594	...	71,305	...	59,200	...	-12,105
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Teachers' Retirement and Annuity Payments General Fund appropriation represents the District's pension funding contribution to the District of Columbia Teachers' Retirement Fund.

Section 142(a)(4) of the D.C. Retirement Reform Act (P.L. 96-122) requires the District of Columbia Retirement Board to determine on the basis of the most recent certification submitted by the enrolled actuary "... the amount of the District payment for the next fiscal year for each fund..." The Board's enrolled actuary, based on the method of determination stipulated in Section 142(b) of P.L. 96-122, determines the amount of the District's contribution to the Teachers' Retirement Fund. This amount, appropriated as the Teachers' Retirement and Annuity Payments and transferred to the Teachers' Retirement Fund in equal quarterly pre-payments, consists of two portions. The net pay-as-you-go portion is an estimate of annuity payments to all District Public Schools' retirees and survivors on the retirement rolls less the actuarial estimate of active teachers' retirement contributions. The amortization/inflation payment portion is an estimate of the amount necessary to keep the Teachers' Retirement Fund's unfunded liabilities from growing at a rate faster than the inflation rate assumed in the actuarial analysis. The Teachers' Retirement and Annuity Payments total expenditures also include an amount representing the agency's retirement contribution for those District public school teacher members of the retirement system whose salaries are paid from federal grants.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $58,800,000 in appropriated funds and $400,000 in intra-District sales revenues which finance the Public Schools retirement contribution for employees paid from federal grants. This amount represents a decrease of $12,105,000 in appropriated funds from FY 1986.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

2700

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code TEACHERS' RETIREMENT AND ANNUITY PAYMENTS (GX)

The FY 1987 funding request represents the District's actuarially determined FY 1987 contribution to the Teachers' Retirement Fund and consists of $57,100,000 in net pay-as-you-go (gross retirement benefit payments less active employee retirement withholdings), and $1,700,000 in inflation/amortization. In accordance with the D.C. Retirement Reform Act of 1979 (P.L. 96-122), the amounts were certified by the Retirement Board and its actuary.

PROGRAM IMPACTS

The requested FY 1987 funding will ensure compliance with Section 123 of P.L. 96-122 which requires that "...[retirement] benefits shall be paid from the District of Columbia Teachers' Retirement Fund." The Fund provides resources for annuity payments to teachers retired under the disability and service retirement program. It also provides for survivor benefits and refund payments of retirement contributions made by teachers leaving the retirement system before attaining retirement eligibility.

PROGRAM PERFORMANCE DATA

Measures	FY 1985	FY 1986	FY 1987
Number of Service Retirements on the Rolls	2,613	2,629	2,658
Average Service Annuity	$21,721	$22,000	$22,053
Number of Disability Retirements on the Rolls	613	618	623
Average Disability Annuity	$15,606	$14,574	$13,208
Number of Survivors on the Rolls	278	294	310
Average Survivor Annuity	$8,836	$8,899	$8,439

During FY 1987 approximately $72,200,000 will be paid to retirees and survivors on the annuitants' rolls. These benefit payments will be financed with the $57,100,000 net-pay-as-you-go portion of the budget request and an estimated $15,100,000 in employee retirement contributions.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code TEACHERS' RETIREMENT AND ANNUITY PAYMENTS (GX)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Teachers' Retirement and Annuity Payments	...	64,194	...	70,905	...	58,800	...	-12,105					...	400	...	59,200
	TOTAL AGENCY	...	64,194	...	70,905	...	58,800	...	-12,105					...	400	...	59,200
	OBJECT CLASS DETAIL																
11	Regular Pay																
12	Other Regular Pay																
13	Additional Gross Pay																
14	Fringe Benefits																
	TOTAL PERSONAL SERVICES																
20	Supplies		...		...		...		...						...		...
30a	Energy		...		...		...		...						...		...
30b	Communications		...		...		...		...						...		...
30c	Building Rent		...		...		...		...						...		...
40	Other Services & Charges		...		...		...		...						...		...
50	Subsidies & Transfers		64,194		70,905		58,800		-12,105						400		59,200
60	Land & Buildings		...		...		...		...						...		...
70	Equipment & Equipment Rental		...		...		...		...						...		...
	TOTAL NONPERSONAL SERVICES		64,194		70,905		58,800		-12,105						400		59,200
	TOTAL AGENCY		64,194		70,905		58,800		-12,105						400		59,200
	PERSONNEL SUMMARY																
	Average CFT Employment																
	Average CFT Salary																
	Average All Other Employment																
	Total FTE Employment																
	Overtime & Other Pay FTE Employment																
	Average FTE Salary																

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: TEACHERS' RETIREMENT AND ANNUITY PAYMENTS (GX)

CONTROL CENTER: Name & Code: TEACHERS' RETIREMENT SYSTEMS (01)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
0101		TEACHERS' RETIREMENT FUND														
		Base Reduction														
	1.0	Actuarially determined contribution decrease	50	...	70,905	...	-12,105								...	-12,105
		Subtotal, Responsibility Center 0101				[...]	[-12,105]								[...]	[-12,105]
		TOTAL CONTROL CENTER				...	-12,105								...	-12,105

OBF11/85.1 *See Schedule 4a.

COMPTROLLER GENERAL OF THE UNITED STATES
WASHINGTON D.C. 20548

B-221498.10 May 30, 1986

Ms. Jeanna M. Cullins
General Counsel
D.C. Retirement Board
1025 Vermont Avenue, N.W.
Suite 1030
Washington, D.C. 20005

Dear Ms. Cullins:

This responds to your letter of January 29, 1986, requesting our views as to whether the Federal contribution to retirement funds for District of Columbia police officers, fire fighters, teachers, and judges is subject to reduction under the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177). You state your opinion that the retirement fund contribution is an obligated balance and therefore not subject to reduction. Section 256(l) of the Act provides that obligated balances are not subject to reduction under an order issued by the President pursuant to the Act.

The Federal contribution to the retirement funds is one of three items included in the account for the Federal Payment to the District of Columbia. In fiscal year 1986, Congress appropriated $507,170,000 for the account, of which $52,070,000 was designated as the Federal contribution to the retirement funds. We understand that on October 22, 1985, the Treasury Department distributed to the District of Columbia funds totalling $490,845,000, which included all of the Federal contribution to the retirement funds.

Since the Federal payment to the retirement funds had already been transferred to the District of Columbia before the issuance of the President's February 1, 1986, order, we consider those funds as having been obligated. Thus, we agree with your view that the funds in question were not subject to reduction under the President's order. A more detailed discussion may be found in the enclosed letter to Mr. Richard Siegel, Acting Budget Director, District of Columbia.

Your letter also asks why we did not identify the Federal contribution to the retirement funds as a separate account in our January 21, 1986, report. Section 257(8) of the Act defines the term "account" as "an item for which appropriations are made in any appropriation Act used to determine the budget base." The Act, however, does not define the term "item." In preparing our report, we decided to identify accounts by reference to the organizational headings found in the District of Columbia Appropriations Act. Since the District of Columbia Appropriations Act treated the contribution as part of the Federal Payment to the District of Columbia, we did the same. See H.R. 3067, 99th Cong., 1st Sess., as incorporated in the continuing appropriations resolution for fiscal year 1986, Pub. L. No. 99-190, § 101(c), 99 Stat. 1185, 1224 (1985).

We hope this information is of assistance to you.

Sincerely yours,

Milton J. Socolar

for Comptroller General
of the United States

Enclosure

COMPTROLLER GENERAL OF THE UNITED STATES
WASHINGTON D.C. [illegible]

B-221498.17 *May 30, 1986*

Mr. Richard Siegel
Acting Budget Director
The District of Columbia
Room 427, District Building
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Dear Mr. Siegel:

This responds to a February 13, 1986, letter sent to our Office by the Deputy Mayor for Finance regarding the President's sequestration of funds from the account for the Federal Payment to the District of Columbia under the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177). The Deputy Mayor's letter responded to a January 29, 1986, letter sent to our Office by the District of Columbia Retirement Board concerning the sequestration of the $52,070,000 Federal contribution to District-administered retirement funds. In that letter, the Retirement Board requested our view as to whether the Federal retirement fund contribution is subject to reduction under the Act. The Retirement Board stated its opinion that since these funds had been obligated, they are not subject to reduction under the Act. The District has taken the position that the funds are subject to reduction. As discussed below, we agree with the Board.

The account for the Federal Payment for the District of Columbia includes the following three items: the payment to the General Fund, the Federal contribution to District-administered retirement funds, and the payment for water and sewer services furnished to the Federal Government. For fiscal year 1986, Congress appropriated $425,000,000, $52,070,000, and $30,100,000 respectively for these items, for a total appropriation of $507,170,000 to the account. We understand that on October 22, 1985, the Treasury Department distributed to the District of Columbia funds totalling $490,845,000, consisting of the total amount of Federal funds allocated to the General Fund, the total Federal contribution to the retirement fund, and one-fourth of the Federal payment for water and sewer services. This distribution also included one-fourth of the Federal payment for St. Elizabeth's Hospital, which we consider to be a separate account. The Treasury Department distributed another quarterly payment for water and sewer services in January. The item for water and sewer services was the only portion of the account for the Federal Payment for the District of Columbia which did not receive its total payment before the Act became effective.

In determining the sequester amount for this account, we found that most of the account's sequestrable base had been obligated as a result of the October and January distributions. Since the Act precludes sequestering obligated balances (except with respect to certain defense contracts), the required sequester identified in our January 21, 1986, report was the amount of the remaining unobligated balance. The unobligated balance consisted of the amount of funds which had not yet been distributed. Since the only funds which had not been distributed were half of the Federal payment for water and sewer services, totalling $15,050,000, we concluded that the required sequester for this account must be $15,050,000. See "Budget Reductions for Fiscal Year 1986," GAO/OGC/86-1, January 21, 1986, Appendix A, pp. 29-30.

For the reasons detailed in our January 21, 1986, report, the only funds subject to reduction under Public Law 99-177 in this account are those remaining unobligated funds appropriated for the Federal payment to the District of Columbia for water and sewer services. The Deputy Mayor's letter, however, indicates that the District plans to apportion the sequester amount among each of the various activities within the account, including those whose balances were considered obligated and thus exempt from reduction. The result would be a reduction in payment by $1,505,000 to the retirement fund, by $12,462,000 to the General Fund, and by $903,000 to the water and sewer services.

The basis cited by the District for its proposal to apply the fiscal year 1986 sequester to all activities within the account in question is because "the $15.1 million general sequester is based on the $507.2 million total [appropriated for the account] * * *." This reasoning, however, fails to recognize that the required sequester amount for this account was reduced to reflect the fact that a large portion of the account had been obligated, and would therefore not be available for reduction. Had such an adjustment not been made, the required sequester for this account would have been $21.8 million.

Thus, it is our view that the District's proposal to sequester funds already obligated is inconsistent with the method used by this Office to calculate required reductions, as well as with the Act's requirement that obligated balances not be reduced. We recommend that the District of Columbia reexamine its implementation of the reductions required under the Act to ensure that obligated balances are not reduced.

Sincerely yours,

Milton J. Socolar

for Comptroller General
of the United States

Mr. DIXON. Mr. Wolf?

Mr. WOLF. No questions.

Mr. DIXON. Mr. Reynolds, we will place Mr. Dyke's prepared statement in the record at this point.

PREPARED STATEMENT OF BOARD'S LEGISLATIVE COMMITTEE

[The statement of Mr. Dyke follows:]

STATEMENT OF JAMES W. DYKE, JR.
D.C. RETIREMENT BOARD
BEFORE
THE SUBCOMMITTEE ON THE
DISTRICT OF COLUMBIA APPROPRIATIONS
HOUSE APPROPRIATIONS COMMITTEE

GOOD AFTERNOON MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE ON THE DISTRICT OF COLUMBIA, HOUSE APPROPRIATIONS COMMITTEE.

MY NAME IS JAMES DYKE. I AM CHAIRMAN OF THE DISTRICT OF COLUMBIA RETIREMENT BOARD'S LEGISLATIVE COMMITTEE. I WELCOME THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY TO PRESENT THE BOARD'S FY 1987 BUDGET REQUEST FOR THE JUDGES, TEACHERS, POLICE AND FIREFIGHTERS' RETIREMENT SYSTEMS, THE BOARD'S ADMINISTRATIVE BUDGET, AND TO CONVEY SOME GENERAL INFORMATION CONCERNING THE BOARD'S PROGRESS IN MANAGING THE D.C. RETIREMENT FUNDS.

ACCOMPANYING ME TODAY AT THE WITNESS TABLE IS EARL JOHNSON, JR., EXECUTIVE DIRECTOR.

BEFORE PRESENTING THE BUDGET REQUESTS FOR THE RETIREMENT BOARD, I WOULD LIKE TO BRIEFLY REPORT ON SEVERAL DEVELOPMENTS WE BELIEVE TO BE SIGNIFICANT IN THE BOARD'S CONTINUING ENDEAVOR TO ENHANCE THE PERFORMANCE OF THE RETIREMENT FUNDS TO PROVIDE FUTURE FINANCIAL SECURITY TO THE BENEFICIARIES AND PARTICIPANTS OF THE FUNDS AND TO IMPROVE THE INTERNAL OPERATIONS OF THE BOARD.

FIRST, THE OVERALL PERFORMANCE OF THE FUNDS DURING THE PAST YEAR HAS BEEN OUTSTANDING. LAST YEAR WHEN REPRESENTATIVES

OF THE BOARD APPEARED BEFORE YOU, OUR TOTAL ASSETS UNDER MANAGEMENT WERE $593 MILLION (AS OF MARCH 31, 1985). AS OF MARCH 31, 1986, THE TOTAL INVESTMENT ASSETS OF THE FUNDS HAVE BEEN INCREASED TO $832.7 MILLION.

CURRENTLY, THE BOARD HAS FIFTEEN (15) INVESTMENT MANAGERS, SELECTED BY COMPETITIVE BID WITH THE ADVICE OF CALLAN ASSOCIATES, THE BOARD'S PROFESSIONAL INVESTMENT CONSULTANT. THESE MANAGERS ARE RESPONSIBLE FOR HANDLING THE BOARD'S SHORT-TERM, FIXED-INCOME, AND EQUITY INVESTMENT ACCOUNTS. PRESENTLY, THE FUNDS HAVE AN ASSET ALLOCATION OF 50% EQUITY SECURITIES (STOCKS), 40% IN FIXED-INCOME SECURITIES (BONDS), AND 10% IN SHORT-TERM INVESTMENTS. THIS ASSET DISTRIBUTION WAS IMPLEMENTED TO ACCOMPLISH THE BOARD'S LONG TERM INVESTMENT OBJECTIVE OF ACHIEVING AN OVERALL RETURN IN EXCESS OF THE RATE OF INFLATION WHILE SIMULTANEOUSLY PROVIDING SOUND DIVERSIFICATION TO MINIMIZE THE POSSIBILITY OF LOSS.

MUCH OF THE FUNDS' IMPROVEMENT IN ITS FINANCIAL AND INFORMATION STATUS CAN BE DIRECTLY ATTRIBUTED TO THE HIRING OF A FULL SERVICE, FULLY AUTOMATED MASTER TRUSTEE, STATE STREET BANK, AND TO THE ADVICE OF OUR INVESTMENT CONSULTANT, CALLAN ASSOCIATES. THEY HAVE BEEN CHARGED RESPECTIVELY WITH THE CUSTODIAL AND INVESTMENT CONSULTING RESPONSIBILITY FOR THE FUNDS' INVESTMENT PORTFOLIO, AS WELL AS INVESTMENT RECORDKEEPING AND REPORTING FUNCTIONS. BOTH FIRMS ARE KNOWN WORLD-WIDE AS AMONG THE BEST IN THEIR RESPECTIVE FIELDS.

SECOND, THE BOARD HAS ACCOMPLISHED DIVESTITURE, AS REQUIRED BY D.C. LAW 5-50, IN A MANNER CONSISTENT WITH OUR FIDUCIARY RESPONSIBILITIES WITHOUT ANY APPARENT LOSS IN THE VALUE OF THE FUNDS. THE INVESTMENT GROWTH OF THE STOCK PORTION OF THE FUNDS INCREASED 31.79% LAST YEAR. THIS PERCENTAGE GROWTH RATE EXCEEDS THE 30.79% INCREASE IN THE NEW YORK STOCK EXCHANGE COMPOSITE INDEX AND IS ALMOST IDENTICAL TO THE 31.84% GROWTH OF THE STANDARD & POOR'S 500 INDEX, WHICH INCLUDES VIRTUALLY ALL OF THE MAJOR U.S. FIRMS OPERATING IN SOUTH AFRICA.

THIRD, THE BOARD HAS TAKEN ACTION TO ADDRESS THE FUNDS' MOST CRITICAL PROBLEM--ELIMINATION OF THE UNFUNDED LIABILITY. THAT LIABILITY IS PRESENTLY ESTIMATED TO BE $3.5 BILLION. PROJECTIONS ARE THAT IT COULD INCREASE TO $9.3 BILLION BY THE YEAR 2004 WHEN THE FEDERAL CONTRIBUTION IS SCHEDULED TO END. RESOLUTION OF THE UNFUNDED LIABILITY PROBLEM IS AND MUST BE A HIGH PRIORITY OF THE BOARD, THE DISTRICT GOVERNMENT AND THE UNITED STATES GOVERNMENT. THE FUTURE FINANCIAL SECURITY OF OVER 21,000 ACTIVE AND RETIRED JUDGES, TEACHERS, POLICE AND FIREFIGHTERS IS AT STAKE. WE MUST PURSUE EVERY AVENUE AVAILABLE TO ELIMINATE THE GROWING UNFUNDED LIABILITY AND TO PROTECT THE FUNDS' INTEGRITY IN ORDER TO PROVIDE THE JUDGES, TEACHERS, POLICE AND FIREFIGHTERS WITH THE FUTURE FINANCIAL SECURITY TO WHICH THEY ARE ENTITLED. ACCORDINGLY, IN NOVEMBER, ON ADVICE OF OUTSIDE COUNSEL, THE BOARD FILED A CLAIM AGAINST THE UNITED STATES GOVERNMENT IN THE UNITED STATES DISTRICT COURT AND IN THE UNITED STATES COURT OF CLAIMS. A STAY WAS

GRANTED BY BOTH COURTS TO PERMIT NEGOTIATIONS WITH BOTH THE JUSTICE DEPARTMENT AND THE OFFICE OF MANAGEMENT AND BUDGET TO RESOLVE THE ISSUES WITHOUT FULL BLOWN LITIGATION. THE DISTRICT COURT STAY WAS LIFTED ON APRIL 21 AND THE FEDERAL GOVERNMENT WAS GIVEN UNTIL MAY 21 TO FILE ANY DISPOSITIVE MOTION.

FOURTH, THE BOARD'S EXECUTIVE STAFF IS NOW FULLY OPERATIONAL. THE EXECUTIVE DIRECTOR RECENTLY HIRED AN ASSISTANT EXECUTIVE DIRECTOR FOR FINANCE, AND A RESIDENT GENERAL COUNSEL. THESE INDIVIDUALS, ALONG WITH THE EXECUTIVE DIRECTOR AND THE ASSISTANT EXECUTIVE DIRECTOR FOR OPERATIONS AND BENEFITS, FORM THE NUCLEUS OF THE BOARD'S EXECUTIVE STAFF. THAT STAFF WILL ADD TO THE CONTINUED IMPROVEMENT OF THE BOARD'S INTERNAL OPERATIONS AND MANAGEMENT AND WILL HELP REDUCE OUTSIDE CONSULTANT FEES.

FINALLY, THE BOARD HAS PUBLISHED ITS FIRST SUMMARY PLAN DESCRIPTION FOR EACH OF THE RETIREMENT PLANS. EACH PARTICIPANT AND BENEFICIARY OF A PLAN WAS RECENTLY MAILED A COPY. THE SUMMARY PLAN DESCRIPTIONS WILL APPRISE THE PARTICIPANTS AND BENEFICIARIES OF THEIR RIGHTS AND OBLIGATIONS UNDER THEIR APPLICABLE RETIREMENT PROGRAM.

AS YOU CAN SEE FROM THIS BRIEF SUMMARY, THE BOARD HAS BEEN VERY ACTIVE DURING THE PAST YEAR. WE ANTICIPATE BEING EQUALLY AS ACTIVE DURING THE COMING YEAR. THE BOARD WILL CONTINUE TO MONITOR THE PERFORMANCE OF OUR INVESTMENT ACCOUNTS AND PURSUE THE ELIMINATION OF THE UNFUNDED LIABILITY IN A PRUDENT MANNER CONSISTENT WITH OUR FIDUCIARY RESPONSIBILITIES TO MANAGE THE FUNDS SOLELY IN THE INTEREST OF THE PLAN

PARTICIPANTS AND BENEFICIARIES AND FOR THE EXCLUSIVE PURPOSE OF PROVIDING FOR THEIR RETIREMENT SECURITY.

I WILL NOW DISCUSS THE SPECIFICS OF THE BOARD'S FISCAL YEAR 1987 BUDGET REQUESTS.

YOU WILL NOTE THAT THERE ARE TWO DIFFERENT SUPPORTING SCHEDULES FOR THE RETIREMENT BOARD OPERATING BUDGET, ONE PROPOSED BY THE EXECUTIVE AND ONE PROPOSED BY THE BOARD. FOR FISCAL YEAR 1987, THE BOARD SUBMITTED TO THE MAYOR AN OPERATING BUDGET OF $3,772,000 (AND 10 POSITIONS) TO BE FUNDED FROM THE CITY'S GENERAL FUND REVENUES. THIS REQUEST WAS MADE IN ACCORDANCE WITH SECTIONS 122, 123 AND 124 OF THE D.C. RETIREMENT REFORM ACT (P.L. 96-122, 93 STAT. 872, D.C. CODE, §1-712-714), WHICH DIRECTS THE BOARD TO USE THE RETIREMENT FUNDS' ASSETS TO MAKE "... ALL PAYMENTS OF ANNUITIES AND OTHER RETIREMENT AND DISABILITY BENEFITS ..." ACCORDINGLY, THE BOARD DOES NOT HAVE THE AUTHORITY TO USE THE ASSETS OF THE FUNDS TO PAY FOR ITS ADMINISTRATIVE EXPENSES. THE COUNCIL AGREED WITH THE MAYOR'S RECOMMENDATION TO FINANCE ONLY $700,000 (AND 7 POSITIONS) FROM THE CITY'S GENERAL FUND REVENUES, WITH THE REMAINDER, $3,072,000, BEING FINANCED FROM THE EARNINGS OF THE THREE RETIREMENT FUNDS. THIS REPRESENTS A 18.5% TO 81.5% SPLIT BETWEEN GENERAL FUND REVENUES AND RETIREMENT FUNDS EARNINGS.

CONGRESS, IN THE DISTRICT'S APPROPRIATION ACTS FOR THE LAST FIVE FISCAL YEARS, HAS AUTHORIZED THE USE OF RETIREMENT FUND EARNINGS TO FINANCE, PARTIALLY, THE BOARD'S ADMINISTRATIVE EXPENSES. THUS, FOR FISCAL YEAR 1986, CONGRESS APPROPRIATED

$3,486,000 FOR THE ADMINISTRATIVE EXPENSES OF THE BOARD, PROVIDED THAT $700,000 BE DERIVED FROM THE GENERAL FUND AND $2,780,000 BE FINANCED FROM THE EARNINGS OF THE THREE TRUST FUNDS--a 20% TO 80% SPLIT. A SIMILAR MANDATE FOR FISCAL 1987 FROM CONGRESS WILL CERTAINLY BE COMPLIED WITH BY THE BOARD. THE BOARD IS HOWEVER REQUESTING THAT CONGRESS RAISE THE CURRENT NUMBER OF AUTHORIZED POSITIONS FROM SEVEN (AS RECOMMENDED BY THE EXECUTIVE) TO TEN (AS REQUESTED BY THE BOARD). AS THE BOARD TAKES ON MORE RESPONSIBILITY, IT IS IMPERATIVE THAT SUFFICIENT STAFF BE AUTHORIZED TO MEET THE WORK LOAD. WITH THE SENIOR STAFF FULLY OPERATIONAL, SUPPORT STAFF IS CRITICAL.

REGARDING THE BUDGET REQUEST FOR THE TEACHERS, POLICE AND FIREFIGHTERS, AND JUDGES RETIREMENT FUNDS, THE BOARD CERTIFIED TO THE MAYOR THE ACTUARIALLY DETERMINED AMOUNTS OF $58.8 MILLION, $111.8 MILLION AND $2.5 MILLION AS THE DISTRICT'S CONTRIBUTION TO EACH RETIREMENT FUND RESPECTIVELY. THE AMOUNTS REQUESTED REPRESENT A DECREASE IN THE APPROPRIATED FUNDS FROM FY 1986 FOR THE TEACHERS, POLICE AND FIREFIGHTERS FUNDS' AND AN INCREASE FOR THE JUDGES. THE REDUCTIONS RESULT PRIMARILY FROM CHANGES IN ACTUARIAL AND ECONOMIC ASSUMPTIONS. THE INCREASE FOR THE JUDGES RESULTS PRIMARILY FROM ANTICIPATED INCREASES IN THE ANNUITANT ROLLS, COST-OF-LIVING INCREASES, AND INFLATION/ AMORTIZATION PAYMENTS.

MR. CHAIRMAN, WE WOULD BE PLEASED TO RESPOND TO ANY QUESTIONS YOU OR OTHER MEMBERS OF THE SUBCOMMITTEE MAY HAVE.

Question's submitted for the record.

Mr. **Dixon**. Thank you, Art, very much, for appearing. I have some questions I will submit to be answered for the record.

Mr. **Reynolds**. Thank you, Mr. Chairman.

(The Committee's questions and the Board's response follow:)

DISTRICT OF COLUMBIA RETIREMENT BOARD

QUESTION:

1. During last year's hearings (page 1499), I asked why your budget for legal fees was increasing by $25,000 from $60,000 in FY 1985 to $85,000 in FY 1986.

Information supplied for the record on page 1503 of the hearings shows your actual legal fees ranging from a low of $105,402 in FY 1984 to a high of $550,000 projected for FY 1985.

The only time you came anywhere near $85,000 was in FY 1984 when your actual costs were $105,402, and for FY 1986 your projection of $550,000 is more than six time your budget, and you show no increase for legal fees in your FY 1987 budget.

a. Why have you been so far off the mark on your legal fees, and why haven't you increased your budget to more closely show your actual costs?

b. What were your actual legal costs for FY 1985?

c. How much is in your FY 1987 budget for legal fees?

d. What is the status of the Board's November, 1985, lawsuit against the Federal government? As I understand it, the Board is asking for roughly $5.7 billion in a lump sum payment for what the Board perceives as amounts due to the fund for periods prior to Home Rule, and $15 million annually as an increase of the amount currently paid to the Board.

e. Are there any major legal cases or issues in the works?

f. For the record, provide a listing of the billings (showing hours and hourly rates) you have received from fiscal year 1985 by firm showing the directive given to the firm and a summary of the work performed by the firm.

-- What criteria was used to select the firm or firms selected?

ANSWER:

1. a. Legal costs for new and unforeseen legal tasks assigned to outside Counsel are unpredictable and difficult to estimate with precise accuracy. Based on historical charges, our estimates were reasonable; however, during the past fiscal year the Board, in order to discharge its fiduciary responsibility set in the D.C. Retirement Reform Act (P.L. 96-122), has directed outside Counsel to undertake significant tasks (e.g. Unfunded Liability, hiring of a Master Trustee; publication of Summary Plan Descriptions; and the first set of comprehensive rules and regulations for the operations of the Board). These projects are non-recurring and we anticipate that future expenses will be more in-line with our estimates.

b. The actual legal cost for FY 1985 was $519,909.

c. For FY 1987, the Board budgeted $200,000 for legal fees.

d. On November 15 and 18, 1985, the Board filed complaints in the United States Court of Claims (No. 674-85C) and the United States District Court (C.A. 85-3693) to address the unfunded liability problem. The Board is seeking approximately $5.7 billion. The amount represents the present value of the Funds' unfunded liability (approximately $5.3 billion); the amount of the present value of employee contributions to the Funds which the Federal government failed to transfer from the U.S. Treasury to the Board (approximately $359 million); and the present value of the amount by which the defendant's annual payments have failed to meet its statutory funding obligations under the Reform Act (approximately $15 million per year). Stays were granted by both Courts to allow the parties time to negotiate.

In April, the District Court stay was lifted. The Court ordered that the Government file dispositive motions by May 21, 1986. On May 21 the Government filed a motion to dismiss or in the alternative, for summary judgment and a Memorandum in Support thereof. The Board has until June 4 to respond.

e. The Unfunded Liability Suit is the only major legal case facing the Board. A suit has been filed in the Superior Court, C.A. No. 1317-86, regarding the eligibility of a Board member to serve another term when his initial term was less than two years. The Board responded to that complaint March 17, 1986. There have been no further proceedings.

f. See attachment 1f.

QUESTION:
2. Was any of the $52 million Federal contribution to the retirement funds cut by the Gramm-Rudman sequestration?

ANSWER:
2. On January 29, 1986, the Board requested confirmation from the General Accounting Office (GAO) that the 1986 Federal contribution to the District Retirement Fund was an obligated balance and therefore not subject to reduction under Gramm-Rudman. The Board received such confirmation in a May 30, 1986, letter from GAO to the Board's General Counsel.

QUESTION:
3. Is the District Government current in its payments to the Retirement Board?

ANSWER:
3. Yes

QUESTION:

4. Provide for the record a table similar to that on page 1505 of last year's hearings showing the increases between your total FY 1986 and FY 1987 budgets by expense categories.

ANSWER:

4. See attachment 4.

QUESTION:

5. In your agency overview on page DY-3, you state that by 1987, the Board will be controlling an estimated $850 million in retirement funds assets.

   a. Please update the table on page 1502 of last year's hearings showing how much of the $850 million is for each of the three funds and the source of the $850 million.

ANSWER:

5. a. Because of superior performance within the financial markets during the last twelve months, the market values of the assets controlled by the Board were approximately $833 million as of March 31, 1986. Accordingly, the table below depicts a more current estimate of the assets levels for each of the three retirement funds:

	RETIREMENT FUNDS ($ in millions)			
Item	Police & Fire	Teachers	Judges	Total
Estimated Balance at end of FY 1986	431.3	515.3	11.0	957.6
FY 1987 Federal Contribution	34.2	17.7	.2	52.1
Amortization Payment	10.2	1.7	.6	12.5
Earnings	80.87	90.9	2.0	173.77
Estimated Balance at end of FY 1987	556.57	625.60	13.8	1,195.97

QUESTION:

6. How much is in the three retirement funds at this time?

   a. What are those funds invested in, and what is the interest rate you are receiving (highest rate, lowest rate, and average rate)?

   b. How does the current interest rate compare with last year's?

c. Have you changed any of your investment managers since last year?

d. Please update the table on page 1503 of last year's hearings concerning the three funds and the rate of return for each.

ANSWER:

6. As of March 31, 1986, the three retirement funds assets totalled $832.7 million.

6. a. During fiscal year 1985 the D.C. Retirement Board completely restructured the investment program. In October 1984, the Board formally adopted statements of investment policy and investment guidelines. The statement of investment policy sets forth the Board's long term investment objective of enhancing the purchasing power of the assets by obtaining a rate of return in excess of inflation. This policy also sets forth the Board's "targeted" asset mix for the purposes of asset allocation, cash flow management, and developing guidelines for the investment accounts. The statement of investment guidelines sets forth detailed guidelines for the management of the Board's equity, fixed income, and short term portfolios.

Through the adoption of a formal asset allocation policy, the following asset mix was approved:

Short Term securities	10%
Fixed Income Securities	40%
Equity Securities	50%
	100%

As of March 31, 1986, 49.4 percent of the assets were invested in equity investments (stocks of large and medium size corporations); 40.0 percent invested in fixed income instruments (government, agency, and corporate bonds); and 10.6 percent invested in short term securities (certificates of deposit, high grade commercial paper, treasury bills etc.).

6. b. The investment performance for the six month period ending March 31, 1986, exceeds that for the same six month period in FY 1985.

6. c. In August 1985, the D.C. Retirement Board terminated Riggs National Bank as an invesment manager of a fixed income portfolio due to lackluster performance. The Board hired American Security Capital Management to manage this account. Pursuant to the aforementioned restructuring of the investment portfolios, the Board hired the following additional managers during 1985:

- Denver Investment Advisors (Equity)
- National Bank of Washington (Short Term)
- Neuberger & Berman (Fixed)
- Trinity Investment Mgmt. (Equity)
- Lazard Frères (Equity)
- Sanford Bernstein (Fixed)
- Wheat Investment advisors (Equity)
- Hahn, Holland & Grossman (Equity)

6. d. As of March 31, 1985, the assets in the Police Officers and Fire Fighters, Teachers and Judges retirement funds were $448.1, $375 and $9.5 million, respectively and they were allocated as follows:

	Police & Fire	Teachers	Judges
Equities	$221,354,910	$185,280,262	$4,716,688
Fixed Income	179,234,745	150,024,504	3,819,180
Cash Equivalents	47,497,208	39,756,494	1,012,082
	$448,086,863	$375,061,260	$9,547,950

Attachment to
Answer #1f

D.C. RETIREMENT BOARD
Summary of Legal Services Received
During Fiscal Year 1985

Name of Legal Firm	
Steptoe & Johnson	$29,658.30
Hogan & Hartson	439,241.39
Long, Peterson & Zimmerman	28,988.00
Onek, Klein & Farr	16,386.41
Jessamy & Fort	5,634.80
Grand Total for FY 1985	$519,908.90

Legal Services Received from Steptoe & Johnson During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
10/84	General Representation Board Meeting Admin. Procedures Legislative Review Funding Shortfall Investment Program Personnel	101.00	$55 - $195	$12,608.75
11/84	General Representation Social Investing Legislative Review Investment Program Operating Procedures	106.25	$27 - $195	$10,551.50
				$23,160.25
	10% Discount			(2,316.00)
				$20,844.25
	Out of Pocket Expenses			1,023.52
	Invoice Total			$21,867.77
12/84	General Representation Board Meeting Admin. Procedures Legislative Review Investment Program Operating Procedures	64.25	$100 - $195	$7,280.00
1/85	General Representation	2.75	$110 - $110	$302.50
				$7,582.50
	10% Discount			(758.00)
				$6,824.50
	Out of Pocket Expenses			966.03
	Invoice Total			$7,790.53
	Total Paid for FY 1985 Services			$29,658.30

Legal Services Received from Hogan & Hartson During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
12/84	General Representation	104.50	$45 - $185	$15,983.75
	Legislative Package			
	Transfer Of Files			
	South African Divest.			
	Lease For Office			
	Soft Dollars Issue			
				$15,983.75
	Out of Pocket Expenses			73.69
	Invoice Total			$16,057.44
1/85	General Representation	385.00	$85 - $190	$48,236.25
	Lease For Office			
	Legislative Package			
	South African Divest.			
	Soft Dollars Issue			
	Board Rules & Regs.			
	Alliance Consent Form Issue			
	Actuarial Certification			
	Security Lending Issue			
	Authority To Lobby			
	Minority Banking			
	FDIC Insurance Issues			
	Board Meeting			
	Investment Committee Mtg.			
				$48,236.25
	10% Discount			(4,823.62)
				$43,412.63
	Out of Pocket Expenses			375.60
	Invoice Total			$43,788.23
2/85	General Representation	421.00	$85 - $170	$51,577.50
	Lease For Office			
	Security Lending Issue			
	Board Rules & Regs.			
	Soft Dollars Issue			
	Legislative Package			
	South African Divest.			
	Disability Rate Issue			
	Master Trust Agreement			
	Summ. Plan Description			
	Pooled Real Estate Issue			
	Board Meeting			
	Investment Committee Mtg.			
	Operations Committee Mtg.			
	Administrative Committee Mtg.			
				$51,577.50
	10% Discount			(5,157.75)
				$46,419.75
	Out of Pocket Expenses			428.63
	Invoice Total			$46,848.38

Legal Services Received from Hogan & Hartson - Continued
During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
3/85	General Representation	283.00	$35 - $175	$42,107.50
	Master Trust Agreement			
	Pooled Real Estate Issue			
	Lease For Office			
	Legislative Package			
	Disability Rate Issue			
	Board Rules & Regs.			
	Soft Dollars Issue			
	Invest Mgt. Agreement			
	Widows Benefits Issue			
	Summ. Plan Description			
	Board Meeting			
	Investment Committee Mtg.			
	Operations Committee Mtg.			
	Legislative Committee Mtg.			
				$42,107.50
	10% Discount			(4,210.75)
				$37,896.75
	Out of Pocket Expenses			266.90
	Invoice Total			$38,163.65
1/85 thru 3/85	Special Project: Cause of Action and Debt Forgiveness Analysis and Memoranda	1,194.50	$35 - $190	$140,402.50
				$140,402.50
	10% Discount			(14,040.25)
				$126,362.25
	Out of Pocket Expenses			2,843.21
	Invoice Total			$129,205.46
4/85	General Representation	226.25	$35 - $190	$33,940.00
	Master Trust Agreement			
	Lease For Office			
	South African Divest.			
	Recertification Issue			
	Overpayment Issue			
	Minority Bank Issue			
	Summ. Plan Description			
	Board Rules & Regs.			
	Board Meeting			
	Investment Committee Mtg.			
	Operations Committee Mtg.			
				$33,940.00
	10% Discount			(3,394.00)
				$30,546.00
	Out of Pocket Expenses			1,204.09
	Invoice Total			$31,750.09

Legal Services Received from Hogan & Hartson - Continued During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
5/85	General Representation	286.50	$35 - $190	$41,390.00
	Overpayment Issue			
	Lease For Office			
	Fiduciary Liability Insur.			
	Invest Mgt. Agreement			
	Legislative Package			
	Summ. Plan Description			
	Widows Benfts Issue			
	Board Rules & Regs.			
	Board Meeting			
	Investment Committee Mtg.			
	Legislative Committee Mtg.			
				$41,390.00
	10% Discount			(4,139.00)
				$37,251.00
	Out of Pocket Expenses			737.77
	Invoice Total			$37,988.77
6/85	General Representation	247.00	$35 - $190	$36,410.00
	Lease For Office			
	Fiduciary Liability Insur.			
	Agency Contracting			
	Overpayment Issue			
	Shortfall Issue			
	Invest Mgt. Agreement			
	Minority Bank Issue			
	Summ. Plan Description			
	Board Rules & Regs.			
	Board Meeting			
	Benefit Committee Mtg.			
	Investment Committee Mtg.			
	Operations Committee Mtg.			
				$36,410.00
	10% Discount			(3,641.00)
				$32,769.00
	Out of Pocket Expenses			627.25
	Invoice Total			$33,396.25

Legal Services Received from Hogan & Hartson - Continued During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
7/85	General Representation	205.75	$35 - $190	$30,902.50
	Lease For Office			
	Shortfall Issue			
	FY85 Supplemental Budget			
	FY85 4th Quarter Payment			
	Legis.-Firefighters Retirement Bonus			
	Minority Contracting			
	Invest Mgt. Agreement			
	Summ. Plan Description			
	Board Rules & Regs.			
	Board Meeting			
				$30,902.50
	10% Discount			(3,090.25)
				$27,812.25
	Out of Pocket Expenses			777.12
	Invoice Total			$28,589.37
8/85	General Representation	63.25	$35 - $190	$10,031.25
	FY85 4th Quarter Payment			
	Fiduciary Liability Insur.			
	Firefighters Bonus Issue			
	Benefit Committee Mtg.			
	Investment Committee Mtg.			
	Operations Committee Mtg.			
				$10,031.25
	10% Discount			(1,003.13)
				$9,028.12
	Out of Pocket Expenses			253.31
	Invoice Total			$9,281.43
9/85	General Representation	168.00	$35 - $190	$26,472.50
	Board Member Terms			
	South African Divest.			
	Firefighters Bonus Issue			
	Net-Pay-As-You-Go Payments			
	Summ. Plan Description			
	Board Rules & Regs.			
	Board Meeting			
	Benefit Committee Mtg.			
	Investment Committee Mtg.			
				$26,472.50
	10% Discount			(2,647.25)
				$23,825.25
	Out of Pocket Expenses			347.07
	Invoice Total			$24,172.32
	Total Paid for FY 1985 Services			$439,241.39

Legal Services Received from Long, Peterson & Zimmerman
During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
12/84	General Representation Legislative Package	12.00	$150 - $175	$2,000.00
	Invoice Total			$2,000.00
1/85	General Representation Review Segal Report Review of Statutes & Regulations	24.00	$150 - $175	$3,850.00
	Invoice Total			$3,850.00
2/85	General Representation Review Segal Report Fiduciary & Mgt. Duties Issue Board Rules & Regs.	40.00	$150 - $175	$6,350.00
				$6,350.00
	10% Discount			(635.00)
	Invoice Total			$5,715.00
3/85	Review Segal Report Fiduciary & Mgt. Duties Issue Board Rules & Regs. Board Meeting Benefit Committee Mtg.	100.70	$75 - $150	$11,340.00
				$11,340.00
	Out of Pocket Expenses			630.00
				$11,970.00
	10% Discount			(1,197.00)
	Invoice Total			$10,773.00
4/85	Review Segal Report Fiduciary & Mgt. Duties Issue Board Rules & Regs. Board Meeting	8.00	$150 - $150	$1,200.00
				$1,200.00
	10% Discount			(120.00)
	Invoice Total			$1,080.00

Legal Services Received from Long, Peterson & Zimmerman - Continued
During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
5/85	Congressional Budget Hearings DC Council Hearing DC Travel Regs.	21.00	$150 - $175	$3,275.00
	Invoice Total			$3,275.00
9/85	Board Member Terms	4.00	$125 - $150	$2,550.00
				$2,550.00
	10% Discount			(255.00)
	Invoice Total			$2,295.00
	Total Paid for FY 1985 Services			$26,988.00

Legal Services Received from Onek, Klein & Farr During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
2/85	Analysis of Retirement Fund Liabilities	40.00	$35 - $125	$2,943.75
				$2,943.75
	Out of Pocket Expenses			63.65
	Invoice Total			$3,007.40
3/85	Analysis of Retirement Fund Liabilities	159.00	$35 - $125	$13,037.50
				$13,037.50
	Out of Pocket Expenses			341.51
	Invoice Total			$13,379.01
	Total Paid for FY 1985 Services			$16,386.41

Legal Services Received from Jessamy & Fort
During Fiscal Year 1985

Period of Service	Task	Total Hours	Hourly Rate Range	Total Billed
2/85 Thru 4/85	Analysis of Retirement Fund Liabilities	59.70	$100 - $195	$5,630.00
				$5,630.00
	Out of Pocket Expenses			4.80
	Invoice Total			$5,634.80
	Total Paid for FY 1985 Services			$5,634.80

2735

Arthur M. Reynolds
(Chairman)
Bonnie R. Cohen
Kenneth M. Cox
Orlando W. Darden
James W. Dyke, Jr.
[illegible] C. [illegible], Jr.
Solomon J. [illegible]
Thomas P. King
Clarence H. Lutz
[illegible] F. [illegible]
E. [illegible] [illegible]
[illegible] G. Hill
(Ex-officio)

D.C. RETIREMENT BOARD
415 12th Street, N.W.
Room 224
Washington, D.C. 20004
(202) 727-3566

October 18, 1984

Washington, D.C. 20005

Dear Ms. :

The District of Columbia Retirement Board is in the process of preparing to review and interview local law firms who are uniquely qualified to render legal advice to the Trustees and staff of the Board. The D.C. Retirement Act (P.L.96-12) was enacted on November 17, 1979. The Act established the District of Columbia Police Officers and Fire Fighters' Retirement Fund, The District of Columbia Teachers' Retirement Fund, and the District of Columbia Judges' Retirement Fund. The General Counsel to our agency is a vital part of our commitment and responsibility to serve the Teachers, Firemen, Policemen and Judges in a superior manner. We understand that your Firm has expertise in this area and we invite you to respond to our request if you are interested.

We shall be looking for the following qualities and experiences in our General Counsel:

A. Comprehensive understanding and knowledge of the 1974 Employee Retirement Information Security Act (ERISA).

B. A clear and full understanding of the Fiduciary Responsibility of Trustee of Public Funds.

C. A thorough and full understanding of the history and application of Public Funds, their Characteristics and investment needs.

D. A working understanding of investments and the corresponding responsibility of Investment Counselors.

E. A comprehensive understanding of the origin and application of the D.C. South African Divestiture Act.

Experience and knowledge in the five areas stated above are essential.

The Committee and the Board also will be very interested in the sensitivity of your firm's concerns for the demographic makeup of this community. The Firm that can meet the basic standards must also be one that can effectively relate to the community's philosophy.

Our plans call for an interview to be held on Friday, November 2, 1984, at the office of the Board, at which time the committee will interview you on the areas indicated above as well on other matters which we feel appropriate.

If you are interested in being considered in this process, please formally respond to this letter. If you should have any questions or comments prior to that time, please feel free to contact me at my office (872-8400) or Earl Johnson, Jr., Executive Director, at 727-3566.

Thank you very much for your interest, and we look forward to hearing from you.

Sincerely,

Orlando W. Darden, Chairman
Search and Selection
Committee

OWD/bt

Attachment to
Answer #4

DISTRICT OF COLUMBIA RETIREMENT BOARD
PROJECTED EXPENDITURES FOR FY 1987
COMPARED TO THE FY 1986 BUDGET

EXPENSE CATEGORY	FY 1986 BUDGETED	FY 1987 PROJECTED	CHANGE INCREASE (DECREASE)
Personnel Compensation:			
Board Member Comp.	$62,000	$60,000	($2,000)
Staff Salaries	299,000	361,000	62,000
Fringe Benefits	30,000	37,000	7,000
Total Personnel Comp.	$391,000	$458,000	$67,000
Advisors Fees:			
Legal Counsel	$300,000	$200,000	($100,000)
Auditor	38,000	38,000	0
Actuary	95,880	100,674	4,794
EDP Consultant	17,525	17,651	126
Pension Invest. Consult.	87,496	92,000	4,504
Total Advisors Fees	$538,901	$448,325	($90,576)
Liability Insurance:			
Premium	$180,000	$200,000	$20,000
Total Liability Insurance	$180,000	$200,000	$20,000
Asset Management Fees:			
Investment Advisors	$1,937,089	$2,200,000	$262,911
Master Trustee	238,000	250,000	12,000
Total Asset Mgmt. Fees	$2,175,089	$2,450,000	$274,911
Admin. & Office Expenses:			
Office Space & Commun.	$78,300	$95,081	$16,781
Membership Dues	2,000	3,000	1,000
Recruiting	0	0	0
Supplies & Ref. Materials	11,500	13,500	2,000
Printing	11,000	5,000	(6,000)
Temporary Staff	10,000	9,000	(1,000)
Training/Educ./Travel	26,410	34,056	7,646
Furniture & Equipment	27,000	27,500	500
Post./Impr. Fund/Courier	12,000	11,350	(650)
Board Member Elections	16,800	17,640	840
Total Admin. & Ofc. Expenses	$195,010	$216,127	$21,117
GRAND TOTALS	$3,480,000	$3,772,452	$292,452

TEACHERS' RETIREMENT AND ANNUITY PAYMENTS

QUESTION:

1. Your submission shows increases in the number of service and disability retirements and survivors on the rolls with a corresponding decrease in the average annuity for two of the three categories. You also show a decrease in the requested funding for fiscal year 1987.

   a. Please explain how the rolls reflect an increase for fiscal year 1987, and the average annuity and requested funding reflect a decrease.

ANSWER:

1. The Measures (including average annuities) shown under the Program Performance Data section of the budget schedules are projections made by the Board's actuary. As such, they are estimates from aggregated amounts for cohorts applicable to each type of pension benefit. The apparent discrepancy between increases in the retirement rolls and the decrease in the funding request for fiscal year 1987 can be explained if the components of the District's contribution to the Teachers' Retirement and Annuity Payments are compared as follows:

Component	FY 1986 Appropriation	FY 1987 Request	FY'86 - FY'87 Difference
FY 1981, 1982, 1983 Shortfalls payment	$ 3,905,000	$ ---	- 3,905,000
Net Pay-As-You-Go	53,900,000	57,100,000	+ 3,200,000
Inflation/Amortization	13,100,000	1,700,000	-11,400,000
Total	$70,905,000	$58,800,000	-12,105,000

As the table shows, the FY 1986 appropriation includes a component (shortfall payment) not found in the FY 1987 budget request. Comparing the other components, the Net Pay-As-You-Go component (used to pay current retirement benefits) shows an increase of $3.2 million which corresponds to an expected increase in the retirement rolls during fiscal year 1987. Most of the decrease in the FY 1987 funding request ($11.4 million) is in the inflation/amortization component of the FY 1987 District contribution. This component is the actuary's estimate of the amount necessary to maintain the Teachers Retirement Funds' unfunded liability at a constant level in "1979 dollars." The $1,700,000 Inflation/Amortization amount for FY 1987 is an estimate the Board's new actuary developed for the FY 1987 valuation and it is based on a more current set of actuarial and economic assumptions.

QUESTION:

2. At last year's hearings (FY 1986 Hearings, Part 1, page 1538) you stated that the unfunded liability for the Teachers' Retirement and Annuity Fund was estimated to be $1.318 billion at September 30, 1985.

   a. What is the expected unfunded liability expected to be at September 30, 1986?

ANSWER:

2. The Board's actuary, in the actuarial valuation for FY 1987, estimated the Teachers Funds' unfunded liability to be $1.373 billion at September 30, 1986.

POLICE AND FIRE RETIREMENT SYSTEM

QUESTION:

1. Last year's budget submission showed a request for an increase in the Police and Fire Retirement Systems General Fund appropriation. This year's request shows a decrease in the amount requested.

   a. To what is this decrease attributed?

ANSWER:

1. The annual Police and Fire Retirement Systems budget request consists of a Net Pay-As-You-Go component (used to pay current retirement benefits) and an Inflation/Amortization component which is the actuary's estimate of the amount necessary to maintain the Police and Fire Retirement Fund's unfunded liability at a constant level in "1979 dollars." These amounts are determined by the Board's actuary and certified by the Board for inclusion in the appropriation request. For fiscal year 1986, the amounts appropriated were revised by the Board's new actuary and a revised certification submitted by the Board for inclusion in the FY 1986 supplemental budget of the District. The following table depicts the original components of the request and their revisions:

Component	FY1986 Appropriation	FY1986 Supplemental Request	FY1987 Request	Difference FY86 Supplemental-FY87 Request
FY81, 82, & 83 Shortfall pymt	$ 1,640,000	$ - - -	$ - -	$ -1,640,000
Net-pay-as-you-go	103,600,000	94,000,000	101,600,000	+7,600,000
Inflation/ Amortization	10,400,000	9,400,000	10,200,000	+ 800,000
Total	$115,640,000	$103,400,000	$111,800,000	$ +6,760,000

The FY 1987 budget request shows a decrease in the Net Pay-As-You-Go and Inflation/Amortization components if compared to the original FY 1986 appropriated amounts. However, comparing the components of the FY 1987 funding request to the revised amounts included in the FY 1986 Supplemental budget request, currently being considered by the D.C. Council, they show increases of $7.6 million and $ .8 million in the Net Pay-As-You-Go and Inflation/Amortization components respectively. These increases correspond to expected increases in the retirement rolls and cost-of-living increases which annuitants will receive during FY 1987.

QUESTION:
2. What is the unfunded liability for this fund?

ANSWER:
2. The Board's actuary, in the actuarial valuation for FY 1987, estimated the Police Officers and Firefighters Retirement Fund's unfunded liability to be $2.069 billion at September 30, 1986.

QUESTION:
3. Please update the table on page 1525 of last year's hearings regarding police and fire retirements, including disability retirements.

ANSWER:
3. See attachment 3.

Attachment to
Answer # 3

OPTIONAL AND DISABILITY RETIREMENTS-METROPOLITAN POLICE AND FIRE DEPARTMENTS (CALENDAR)

	OPTIONAL SERVICE RETIREMENTS		DISABILITY RETIREMENTS 1/		
	NUMBER	PERCENT	NUMBER	PERCENT	TOTAL RETIREMENTS
POLICE:					
1967	12	8	130	92	142
1968	5	3	174	97	179
1969	3	2	156	98	159
1970	2	2	114	98	116
1971	33	23	113	77	146
1972	37	29	92	71	129
1973	59	45	72	55	131
1974	52	51	50	49	102
1975	44	35	80	65	124
1976	36	33	73	67	109
1977	60	48	64	52	124
1978	72	56	57	44	129
1979	74	85	13	15	87
1980	311	92*	28*	8*	339*
1981	14	40	21	60	35
1982	8	38	13	62	21
1983	57	80	14	20	71
1984	81	84	15	16	96
1985	77	89	10	11	87
FIRE:					
1967	4	7	55	93	59
1968	5	7	70	93	75
1969	1	1	81	99	82
1970	3	5	57	95	60
1971	7	8	81	92	88
1972	8	13	54	87	62
1973	16	29	40	71	56
1974	18	42	25	58	43
1975	23	45	28	55	51
1976	33	53	29	47	62
1977	19	37	32	63	51
1978	22	56	17	44	39
1979	36	88	5	12	41
1980	136	96*	6*	4*	142*
1981	12	71	5	29	17
1982	5	62	3	38	8
1983	31	86	5	14	36
1984	37	97	1	3	38
1985	32	82	8	18	39
TOTAL:					
1967	16	8	185	92	201
1968	10	4	244	96	254
1969	4	2	237	98	241
1970	5	3	171	97	176
1971	40	17	194	83	234
1972	45	24	146	76	191
1973	75	40	112	60	187
1974	70	48	75	52	145
1975	67	38	108	62	175
1976	69	40	102	60	171
1977	79	45	96	55	175
1978	94	56	74	44	168
1979	110	86	18	14	128
1980	447	93*	34*	7*	481*
1981	26	50	26	50	52
1982	16	50	16	50	32
1983	88	82	19	18	107
1984	118	88	16	12	134
1985	109	87	18	13	127

1/ Includes disabilities caused or aggravated by performance of duty and disabilities not related to performance of duty.

* A correction in the number of disability retirements, percentages and totals for 1980.

SOURCE: Police and Firefighters Retirement and Relief Board

WEDNESDAY, MAY 21, 1986.

REPAYMENT OF GENERAL FUND DEFICIT

WITNESSES

N. ANTHONY CALHOUN, D.C. CONTROLLER

WILHELMINA W. MARSHALL, DIRECTOR, LEGISLATIVE AFFAIRS, OFFICE OF THE BUDGET

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ **FY 87 OPERATING BUDGET REQUEST $ THOUSANDS**

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2

FUND: Name & Code: GENERAL (100)

AGENCY: Name & Code: REPAYMENT OF GENERAL FUND DEFICIT (ZD)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Budgeted		[5,000]		[10,000]		[5,000]		[8,675]		[+3,675]
	Unbudgeted		[12,460]		[14,926]		...		...		...
	Private & Other Funds		...				...		...		...
	SUBTOTAL EXPENDITURES		[17,460]		[24,926]		[5,000]		[8,675]		[+3,675]
	Intra-District Sales										
	TOTAL EXPENDITURES		[17,460]		[24,962]		[5,000]		[8,675]		[+3,675]
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

*Repayment of the General Fund deficit is not an expenditure but an excess of revenue over expenditures. The amounts reflect actual excesses in FY 1984 and FY 1985, and the budgeted excess in FY 1986 and FY 1987.

AGENCY OVERVIEW

The District's accumulated General Fund deficit stood at $244,934,000 as of the close of FY 1985, the fifth straight year that the District has reduced the deficit. The total reduction is $133,066,000 or 35 percent of the $378 million peak reached in FY 1981.

Steps to reduce the deficit have been taken by the Mayor and the Council since FY 1981. Due to the severity of the problem as well as its multiple causes, the Mayor proposed a comprehensive deficit reduction plan in FY 1983 involving both the District and federal governments. The plan called for the District to eliminate one-third of the deficit through budgetary means, another third through a special federal payment matching the District's efforts, and the remaining third through issuance of a specific deficit reduction bond by the District. The steady decline in the deficit is the result of unilateral actions taken by the District to plan and achieve an excess of revenues over expenditures during each of the past four years. In order to realize the second and third objectives of the Mayor's plan, pursuit of the relevant legislation remains a high priority in the District's federal legislative agenda.

FINANCIAL SUMMARY

The fiscal year 1987 appropriated request, or reserve of budget authority, is for $8,675,000, an increase of $3,675,000 over the FY 1986 budget.

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*For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code REPAYMENT OF GENERAL FUND DEFICIT (ZD)

CONTROL CENTER		FY 1985 – FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 – FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Repayment of General Fund Deficit		[24,926]		[5,000]		[8,675]		[+3,675]								[8,675]
	TOTAL AGENCY		[24,926]		[5,000]		[8,675]		[+3,675]								[8,675]

OBJECT CLASS DETAIL

Code	Name	FY 1985	FY 1986	FY 1987	FY 1986 – FY 1987	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross
11	Regular Pay								
12	Other Regular Pay								
13	Additional Gross Pay								
14	Fringe Benefits								
	TOTAL PERSONAL SERVICES								
20	Supplies								
30a	Energy								
30b	Communications								
30c	Building Rent								
40	Other Services & Charges								
50	Subsidies & Transfers								
60	Land & Buildings								
80	Debt Service	[24,926]	[5,000]	[8,675]	[+3,675]				[8,675]
	TOTAL NONPERSONAL SERVICES	[24,926]	[5,000]	[8,675]	[+3,675]				[8,675]
	TOTAL AGENCY	[24,926]	[5,000]	[8,675]	[+3,675]				[8,675]

PERSONNEL SUMMARY

Name	FY 1985	FY 1986	FY 1987	FY 1986 – FY 1987	Federal Funds	Private & Other Funds	Intra-District Sales	FY 1987 Gross
Average CFT Employment					▨	▨	▨	
Average CFT Salary					▨	▨	▨	
Average All Other Employment								
Total FTE Employment								
Overtime & Other Pay FTE Employment								
Average FTE Salary								

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code REPAYMENT OF GENERAL FUND DEFICIT (ZD)

CONTROL CENTER: Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		INCREASES														
	1.0	Increase in deficit reduction	80		[5,000]									[+3,675]		[+3,675]
		TOTAL CONTROL CENTER												[+3,675]		[+3,675]

GB11/85.1 *See Schedule 4a.

PAGE ZD-5

REPAYMENT OF GENERAL FUND DEFICIT

Mr. DIXON. Next, we have the Repayment of the General Fund Deficit, and Ms. Marshall, who is going to testify on this request.

Ms. WILHELMINA MARSHALL. Mr. Calhoun will testify on this.

BUDGET REQUEST FOR REPAYMENT OF GENERAL FUND DEFICIT

Mr. DIXON. Mr. Calhoun. Very nice seeing you today. We have with us Mr. N. Anthony Calhoun, the Controller in the District's Office of Financial Management. You are requesting $8,675,000 for fiscal year 1987, to reduce the District's general fund deficit. This request is $11,325,000 below the fiscal year 1986 level of $20 million which consisted of $5 million requested by the District and $15 million insisted upon by this committee to be derived by the Mayor from savings and increased revenues.

If you have a prepared general statement, we will take it for the record, and if you just want to highlight it, I am sure that Mr. Coughlin will be interested in hearing what you have to say.

Mr. CALHOUN. I am sure he will.

OPENING STATEMENT OF D.C. CONTROLLER

Good afternoon, Mr. Chairman and members of the House Appropriations Subcommittee. I am N. Anthony Calhoun, D.C. Controller. I appreciate this opportunity to present our proposed budget for the Repayment of the General Fund Deficit for fiscal year 1987.

The fiscal year 1987 provision of $8,675,000 for the Repayment of General Fund Deficit establishes a reserve of budget authority of that amount.

The budgeted amount for deficit repayment is the minimum that the District plans to achieve in deficit reduction. Through continued close financial management and on the basis of a proven track record, the District expects to reduce the deficit by even more.

It will not be easy in the coming budget year, though, for we may have to make large adjustments in the budget to live within greatly reduced Federal resources and greatly increased requirements stemming from the Federal budget-balancing process.

The District is justifiably proud of its success in reducing the accumulated deficit. Many observers have praised these efforts, municipal credit rating agencies continue to note favorably the District's proven record of steady, sizable annual reductions in the deficit.

GENERAL FUND DEFICIT REDUCED BY OVER 35 PERCENT

By the end of fiscal year 1985, these reductions totaled $133.9 million, over 35 percent of the $378 million deficit that was revealed in the fiscal year 1980 audit. We have accomplished our interim goal a year ahead of time; in last year's testimony, it was noted that we had planned to achieve this much reduction by the end of fiscal year 1986.

The District's substantial achievements have been solely through its own efforts. No assistance has been forthcoming. It has now been three years since the Mayor proposed a three-part plan to eliminate the deficit.

In this plan, the District would eliminate one-third of the deficit through budgetary means on an annual basis, another third through a special Federal payment matching the District's efforts, and the remaining third through issuance of deficit reduction bonds. We have exceeded the first goal; the other two objectives are still on the District's legislative agenda for Federal attention.

It is not easy to watch our resources, including the Federal payment, being diverted to reduce the current-year Federal deficit when we need these resources to provide needed local services and to achieve a current-year excess of revenue.

Despite this difficulty, we remain steadfast in our commitment to eliminating the accumulated general fund deficit. That is why we are providing a budgeted reserve of $8.7 million in fiscal year 1987 for this purpose.

Thank you. I am ready to take any questions.

PREPARED STATEMENT OF D.C. CONTROLLER

[The information follows:]

GOOD AFTERNOON, MR. CHAIRMAN AND MEMBERS OF THE HOUSE APPROPRIATIONS SUBCOMMITTEE. I AM N. ANTHONY CALHOUN, D.C. CONTROLLER. I APPRECIATE THIS OPPORTUNITY TO PRESENT OUR PROPOSED BUDGET FOR THE REPAYMENT OF THE GENERAL FUND DEFICIT FOR FISCAL YEAR 1987. THE FISCAL YEAR 1987 PROVISION OF $8,675,000 FOR THE REPAYMENT OF THE GENERAL FUND DEFICIT ESTABLISHES A RESERVE OF BUDGET AUTHORITY OF THAT AMOUNT.

THE BUDGETED AMOUNT FOR DEFICIT-REPAYMENT IS THE MINIMUM THAT THE DISTRICT PLANS TO ACHIEVE IN DEFICIT REDUCTION. THROUGH CONTINUED CLOSE FINANCIAL MANAGEMENT AND ON THE BASIS OF A PROVEN TRACK RECORD, THE DISTRICT EXPECTS TO REDUCE THE DEFICIT BY EVEN MORE. IT WILL NOT BE EASY IN THE COMING BUDGET YEAR, THOUGH, FOR WE MAY HAVE TO MAKE LARGE ADJUSTMENTS IN THE BUDGET TO LIVE WITHIN GREATLY REDUCED FEDERAL RESOURCES AND GREATLY INCREASED REQUIREMENTS STEMMING FROM THE FEDERAL BUDGET-BALANCING PROCESS.

THE DISTRICT IS JUSTIFIABLY PROUD OF ITS SUCCESS IN REDUCING THE ACCUMULATED DEFICIT. MANY OBSERVERS HAVE PRAISED THESE EFFORTS--MUNICIPAL CREDIT RATING AGENCIES CONTINUE TO NOTE FAVORABLY THE DISTRICT'S PROVEN RECORD OF STEADY, SIZABLE ANNUAL REDUCTIONS IN THE DEFICIT. BY THE END OF FISCAL YEAR 1985, THESE

REDUCTIONS TOTALED $133.9 MILLION, OVER 35 PERCENT OF THE $378 MILLION DEFICIT THAT WAS REVEALED IN THE FISCAL YEAR 1980 AUDIT. WE HAVE ACCOMPLISHED OUR INTERIM GOAL A YEAR AHEAD OF TIME--IN LAST YEAR'S TESTIMONY IT WAS NOTED THAT WE HAD PLANNED TO ACHIEVE THIS MUCH REDUCTION BY THE END OF FISCAL YEAR 1986.

THE DISTRICT'S SUBSTANTIAL ACHIEVEMENTS HAVE BEEN SOLELY THROUGH ITS OWN EFFORTS. NO ASSISTANCE HAS BEEN FORTHCOMING. IT HAS NOW BEEN THREE YEARS SINCE THE MAYOR PROPOSED A THREE-PART PLAN TO ELIMINATE THE DEFICIT. IN THIS PLAN THE DISTRICT WOULD ELIMINATE ONE-THIRD OF THE DEFICIT THROUGH BUDGETARY MEANS ON AN ANNUAL BASIS, ANOTHER THIRD THROUGH A SPECIAL FEDERAL PAYMENT MATCHING THE DISTRICT'S EFFORTS, AND THE REMAINING THIRD THROUGH ISSUANCE OF DEFICIT-REDUCTION BONDS. WE HAVE EXCEEDED THE FIRST GOAL; THE OTHER TWO OBJECTIVES ARE STILL ON THE DISTRICT'S LEGISLATIVE AGENDA FOR FEDERAL ATTENTION.

IT IS NOT EASY TO WATCH OUR RESOURCES, INCLUDING THE FEDERAL PAYMENT, BEING DIVERTED TO REDUCE THE CURRENT-YEAR FEDERAL DEFICIT WHEN WE NEED THESE RESOURCES TO PROVIDE NEEDED LOCAL SERVICES AND TO ACHIEVE A CURRENT-YEAR EXCESS OF REVENUE. DESPITE THIS DIFFICULTY, WE REMAIN STEADFAST IN OUR COMMITMENT TO ELIMINATING THE ACCUMULATED GENERAL FUND DEFICIT. THAT IS WHY WE ARE PROVIDING A BUDGETED RESERVE OF $8.7 MILLION IN FISCAL YEAR 1987 FOR THIS PURPOSE.

Mr. DIXON. Mr. Coughlin.

REDUCING THE DEFICIT BY THE REQUIRED AMOUNT IN FY 1986

Mr. COUGHLIN. Thank you, Mr. Chairman.

We certainly want to keep these statements of the financial community coming for you. We would like an opportunity to reduce the deficit further. It has been suggested that you won't retire the additional $20 million as required by law in fiscal year 1986. Is that the case? Would you comment on that?

Mr. CALHOUN. It appears that is going to be difficult to do. We just submitted a supplemental to the City Council partially because we are losing $16.3 million because of the Gramm-Rudman reductions.

Mr. COUGHLIN. In view of the fact you have a supplemental coming up, it seems to me there is——

Mr. CALHOUN. We have very large additional increases for the prisons and the police pay raise that was not budgeted.

MAYOR'S FY 1987 REQUEST TO COUNCIL FOR DEFICIT REDUCTION

Mr. COUGHLIN. What was the Mayor's request for the deficit retirement in 1987?

Mr. CALHOUN. In 1987?

Mr. DIXON. This budget. The Council put in the——

Mr. CALHOUN. The Mayor did not put any funds in for the deficit. The Council put in the $8.7 million.

Mr. COUGHLIN. I hope we can assist you in finding the funds.

Mr. CALHOUN. We definitely agree we would like the deficit retired and we are working toward this goal. Gramm-Rudman was an unknown when the FY 1986 budget was developed. It is difficult when you are running a city, since Gramm-Rudman became effective in the middle of the fiscal year.

REDUCING THE DEFICIT IN FY 1986

Mr. DIXON. How close to the $20 million reduction, as directed by Congress in last year's bill, are you going to be?

Mr. CALHOUN. How close?

Mr. DIXON. Yes.

Mr. CALHOUN. We are talking to counsel. I would say $5 million, which is what the Council put in the FY 1986 budget.

Mr. DIXON. That isn't even putting a good dent—I mean you are not coming close at all to the $20 million.

Mr. CALHOUN. I tell you what is going to happen, Mr. Chairman, the water and sewer fund is going to have to be made whole. So the general fund is going to take a hit no matter which pot it comes out of. The general fund is going to take a hit anyway.

Mr. DIXON. As you probably are well aware, I just don't think Gramm-Rudman should be levied against the District, but as I understand it, a case was made and it was rejected. But the $20 million was projected on the existing budget, and what has occurred is that you have raised $40 million additional in FY 1986 revenues above the existing FY 1986 budget. If you had just raised $16 million, I would think your argument would have more credence. The

$20 million wasn't based on any anticipated revenues. At the time we passed the FY 1986 budget, Congress said what you now have on the table is your projection and that includes $20 million to reduce the deficit. Now if those revenues fell short, that ought to be a good reason, but you have collected more in revenues.

INCREASE IN FY 1986 EXPENDITURES

Mr. **Calhoun**. Some of our expenditures, anticipated expenditures, have gone up.

Mr. **Dixon**. Your anticipated expenditures are discretionary——

Mr. **Calhoun**. These are nondiscretionary. These are mandated programs. The police pay raise is higher than we anticipated when we passed the budget. It is almost $12 million. The corrections issue, as you well know, is costing us a lot of money. There is $18 million in the supplemental budget for the Department of Corrections.

Ms. **Wilhelmina Marshall**. All related to the relief of overcrowding.

Mr. **Dixon**. How long have you been with the District?

Mr. **Calhoun**. Since 1981.

Mr. **Dixon**. That issue has been going on for years.

Mr. **Calhoun**. I understand that. It is at a more critical point now than it probably has ever been. We are having to do something about it. We cannot send the prisoners through the Federal Bureau of Prisons at the same rate we were sending them before, so we are having to do something about it. Also our payment to the Federal Bureau of Prisons has gone up several million dollars per quarter. It has increased almost two million a quarter.

Ms. **Wilhelmina Marshall**. As you remember, last year, Senator Specter did not fund the total FY 1986 requirement for the criminal justice initiative program, or the educational program. He indicated that based on the progress of that program, he would fund the balance in a supplemental.

Because of Gramm-Rudman, as it hits the total Federal Government, we have been advised that there will be no funding for that program by the Senate. So we had to include that program in the supplemental.

Mr. **Dixon**. Is that about $3 million?

Ms. **Wilhelmina Marshall**. Yes. So that is part of the $18 million that we had to fund for the Corrections Department. Also the Federal Bureau of Prisons payment increase is $6.3 million of the $18 million increase. So there were some hard choices that had to be made.

FY 1986 SUPPLEMENTAL

Mr. **Dixon**. The supplemental is $40 million?

Ms. **Wilhelmina Marshall**. The supplemental is a net increase of $30 million. I would like to explain some of the confusion around the $40 million. I think the first day the Mayor was here, the $40 million represented an increase in revenues from the original revenues that had been projected by the Department of Finance and Revenue. These were the original revenues the FY 1986 budget was based on. When the estimates were revised, they included the additional Federal funds that were given to the District.

So when you look at the revised revenues that the original financial plan was based on, it was a net increase of $30 million. And not the $40 million. The $40 million was correct, it is just the figure that you started with. So the net increase is $30 million of which $18 million is for Corrections alone. Also, the Police Department's increase is $19.5 million which includes, if I can put my glasses on, the funding for the police pay settlement.

Mr. COUGHLIN. Thank you, Mr. Chairman.

Mr. DIXON. Thank you, Ms. Marshall and thank you, Mr. Calhoun.

REPAYMENT OF LOANS AND INTEREST

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: GENERAL (100)
Name & Code

AGENCY: REPAYMENT OF LOANS AND INTEREST (DS)
Name & Code

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	158,737	...	189,090	...	198,409	...	204,514	...	+6,105
	Federal Funds										
	Private & Other Funds	...		...		...		...		...	
	SUBTOTAL EXPENDITURES	...	158,737	...	189,090	...	198,409	...	204,514	...	+6,105
	Intra-District Sales										
	TOTAL EXPENDITURES	...	158,737	...	189,090	...	198,409	...	204,514	...	+6,105
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The repayment of loans and interest budget category provides funds for cash outlays for debt service on the District government's long-term borrowing to finance capital project expenditures, a portion of the District's amortized cost for private hospital and Saint Elizabeths Hospital construction, and the interest on U.S. Treasury loans to the District's Unemployment Compensation Trust Fund.

Until FY 1985, the District government borrowed exclusively from the U.S. Treasury to finance its capital improvement program. During FY 1985, however, the District sold $463,240,000 in three general obligation bond issues. Two bond issues, Series 1985A and 1985C, provided funds to refinance $277,337,000 in seven recently acquired high-interest U.S. Treasury notes. By paying the interest on those refinanced notes in FY 1985, rather than in FY 1986 when they would have been due, the District's fiscal year cash-basis debt service was $17,332,000 higher than budgeted in the General Fund. On an accrual, or financial-reporting, basis, however, replacing those high-interest loans with less expensive bonds saved the District $613,000 net of issuance costs in FY 1985. Proceeds from the Series 1985B bonds are being used to finance $167,498,000 in General Fund and in Water and Sewer Fund capital project expenditures from June 1985 through late spring 1986.

Two general obligation bond issues totaling $494,139,000 are planned for the remainder of FY 1986. The first issue, planned for late winter 1986, will provide funds to refinance the outstanding $327,139,000 balance of eight U.S. Treasury notes. Of that amount, $264,556,000 is for General Fund capital projects. The second FY 1986 issue is planned to provide $167,000,000 in funds for both General Fund and Water and Sewer Fund capital projects authorized by the General Obligation Bond Act of 1985 (D.C. Law 6-60). The General Fund portion of that issue, estimated at

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

$145,200,000, will finance General Fund capital expenditures through the first quarter of FY 1987. The $22,000,000 Water and Sewer Fund share of that issue will finance enterprise fund capital needs for the same period.

Two general obligation bond issues are planned also for FY 1987. Proceeds from those sales, $112,565,000 in December 1986 and $101,500,000 in June 1987, will finance the capital program through December 1987. The FY 1987 budget request assumes that the interest on the December 1986 borrowing will be covered by bond proceeds and that the interest on the June borrowing will not be due until FY 1988.

The District repays, as provided by the D.C. Hospital Facilities Construction Act, a portion of construction grants to private hospitals. The District's share is, in most cases, 50 percent of the grant. The District is contributing its share at the annual rate, without interest, of 3 percent of the total obligations incurred under the act. In addition, a 1955 appropriation act (P.L. 472) authorized the construction of a maximum-security building at Saint Elizabeths Hospital. Public Law 472 further provided that the District government should repay a proportionate share of the costs of future construction and major repairs of Saint Elizabeths' buildings and grounds. The share is based on the cost and life of the completed projects, not to exceed 40 years, and the number of patient-days chargeable to the District.

Starting in FY 1983, the U.S. Treasury began charging the Unemployment Compensation Trust Fund for Treasury cash advances necessitated by shortfalls in employers' contributions. Although the principal on those loans is being repaid by reduced credits on the federal taxes paid by employers in the District, the District's General Fund is liable for the interest. The economic recovery has ended the need for cash advances and enabled an early repayment of the FY 1985 advances. Thus no interest expenses are expected in either FY 1986 or FY 1987.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $204,514,000, an increase from FY 1986 of $6,105,000. This request will provide funds for the following expenditures:

	Principal	Interest	Total
Borrowings for capital construction	$49,257,000	$152,144,000	$201,401,000
Amortization of private hospital construction grants	548,000	...	548,000
Amortization of Saint Elizabeths Hospital construction grants	2,565,000	...	2,565,000
Total request	$52,370,000	$152,144,000	$204,514,000

PROGRAM IMPACTS

The FY 1987 debt service requirement is based on the debt service requirement of outstanding debt to the U.S. Treasury, less savings attributed to three refundings of U.S. Treasury notes, plus the debt service on the Series 1985B new capital issue and the new capital issue planned for the spring of 1986. The following table shows both the actual and the estimated FY 1987 cash-outlay requirements for debt service on actual and planned long-term General Fund debt financing:

	Principal	Interest	Total
U.S. Treasury notes through FY 1984 before refunding	$34,896,000	$139,970,000	$174,866,000
U.S. Treasury notes refunded:			
By Series 1985A bonds	-365,000	- 7,382,000	- 7,747,000
By Series 1985C bonds	-867,000	-24,941,000	-25,808,000
Current U.S. Treasury notes, amounts due October 1, 1986	33,664,000	107,647,000	141,311,000
Planned U.S. Treasury note refunding by Series 1986A	-1,711,000	-29,669,000	-31,380,000
Projected U.S. Treasury amounts due October 1, 1986	31,953,000	77,978,000	109,931,000
Refunding bonds:			
Series 1985A	1,464,000	6,171,000	7,635,000
Series 1985C	4,425,000	16,399,000	20,824,000
Series 1986A (planned)	5,156,000	23,515,000	28,671,000
Total refunding bonds	11,045,000	46,085,000	57,130,000
Cumulative total	42,998,000	124,063,000	167,061,000
New capital issues:			
Series 1985B	3,421,000	13,885,000	17,306,000
Series 1986B (planned)	2,838,000	14,196,000	17,034,000
Net budget impact of long-term debt financing	$49,257,000	$152,144,000	$201,401,000

The FY 1985 Treasury-note refundings will save the District $5,173,000 in cash outlay for FY 1987. The additional refunding planned for FY 1986, which will replace debt having 24 to 28 years remaining with 20-year debt, is estimated to save another $2,709,000. Debt management is discussed in more detail in Chapter III, FY 1987 Operating Budget.

The new capital bond issues of May 1985 and May 1986 will require $34,340,000 in debt service in FY 1987. The December 1986 issue will have no budgetary impact until December 1987, because the first interest

FUND: GENERAL (100)
Name & Code

AGENCY: REPAYMENT OF LOANS AND INTEREST (DS)
Name & Code

installment on these bonds will be covered by bond proceeds. The debt service forecast for new issues is also based on a 20-year repayment schedule of equal-level payments of interest plus principal and an average estimated interest rate of 9.0 percent. Since the assumed interest rate includes 30 basis points for bond issuance costs, the net interest rate is 8.7 percent, or about the same as the low interest rates prevailing in mid-January 1986 on 20-year, medium-grade general obligation bonds. Interest rates are highly susceptible to change because of the volatile nature of municipal bond markets. Tax-law changes and other federal fiscal and monetary policy decisions can raise interest rates again.

As shown in the following table, the major changes in debt service from the FY 1986 budget to the FY 1987 request are the $60 million decrease in annual payments on U.S. Treasury notes, mostly attributable to actual and planned refunding, and the $67 million increase in bond debt service. New capital issues will require an additional $17 million in debt service in FY 1987.

The refunding bonds account for the remaining $50 million increment, of which $21 million is for the second 1985 refunding bond that was not anticipated when the FY 1986 budget was approved. Altogether, these changes will result in a net $7 million increase in debt service requirements for long-term financing from FY 1986 to FY 1987.

	FY 1986 Budget	FY 1987 Budget	Difference
Long-term debt financing:			
U.S. Treasury notes	$169,613,000	$109,931,000	-$59,682,000
General obligation bonds	24,950,000	91,470,000	66,520,000
Subtotal	194,563,000	201,401,000	6,838,000
Private hospitals	548,000	548,000	...
Saint Elizabeths Hospital	2,098,000	2,565,000	467,000
Interest on advances to Unemployment Compensation	1,200,000	...	- 1,200,000
Total repayment of loans and interest	$198,409,000	$204,514,000	$ 6,105,000

The recent and anticipated completion of several large projects, with no offsetting reduction in the number of patient-days chargeable to the District, accounts for the $467,000 increase in the amortization of Saint Elizabeths Hospital construction costs.

The following tables show for both the General Fund and the Water and Sewer Fund the long-term indebtedness payable by year and the annual debt service required for outstanding U.S. Treasury notes and general obligation bonds.

GENERAL FUND

U.S. Treasury Notes*

Fiscal Year	Outstanding Balance	Principal	Interest	Total Annual Debt Service
1986	$1,368,736,440	$ 31,161,679	$112,644,728	$143.806,407
1987	1,337,574,761	33,664,531	107,646,612	141,311,143
1988	1,303,910,230	35,987,853	105,323,290	141,311,143
1989	1,267,922,377	38,480,533	102,830,610	141,311,143
1990	1,229,441,844	41,155,558	100,155,585	141,311,143
1991	1,188,286,286	43,956,681	97,284,182	141,240,863
1992	1,144,329,605	47,034,883	94,205,980	141,240,863
1993	1,097,294,722	49,877,972	90,980,158	140,778,130
1994	1,047,416,751	49,824,248	87,367,089	137,191,337
1995	997,592,503	53,005,671	83,750,578	136,756,249
1996	944,586,831	56,880,108	79,876,141	136,756,249
1997	887,706,723	60,683,219	75,705,725	136,388,944
1998	827,023,585	63,690,830	71,230,725	134,921,673
1999	763,332,674	67,104,759	66,472,334	133,577,093
2000	696,227,915	70,228,343	61,407,878	131,636,221
2001	625,999,572	70,922,043	56,050,950	126,972,993
2002	555,077,529	71,057,024	56,216,201	127,273,226
2003	484,020,505	69,583,228	39,419,114	109,002,343
2004	414,437,277	66,852,960	39,452,789	106,305,749
2005	347,584,317	62,717,318	33,956,427	96,673,744
2006	284,866,999	57,187,436	28,608,165	85,795,600
2007	227,679,564	46,451,211	23,553,754	70,004,965
2008	181,228,353	34,572,156	19,296,640	53,868,796
2009	146,656,197	31,977,223	15,978,253	47,955,475
2010	114,678,974	28,010,647	12,778,721	40,789,367
2011	86,668,328	22,623,073	9,851,607	32,474,680
2012	64,045,255	16,227,356	7,373,911	23,601,267
2013	47,817,899	18,073,748	5,527,519	23,601,267
2014	29,744,151	20,131,117	3,470,150	23,601,267
2015	9,613,034	9,613,034	1,177,597	10,790,631
2016	0	0	0	0
2017	0	0	0	0
2018	0	0	0	0

* Outstanding notes only.

REPAYMENT OF LOANS AND INTEREST

MR. CHAIRMAN AND MEMBERS OF THE HOUSE APPROPRIATIONS SUBCOMMITTEE: I AM RICHARD C. SIEGEL, ACTING DIRECTOR OF THE OFFICE OF THE BUDGET. I APPRECIATE THIS OPPORTUNITY TO PRESENT OUR PROPOSED BUDGET FOR THE REPAYMENT OF LOANS AND INTEREST FOR FISCAL YEAR 1987.

THE FISCAL YEAR 1987 REQUEST FOR THE REPAYMENT OF LOANS AND INTEREST IS $204,514,000, $6,105,000 HIGHER THAN THE FISCAL YEAR 1986 BUDGET OF $198,409,000. THE CURRENT REQUEST PROVIDES $201,401,000 IN FUNDS FOR THE REPAYMENT OF LONG-TERM DEBT, $109,931,000 FOR LOANS TO THE DISTRICT FROM THE U.S. TREASURY AND $91,470,000 FOR PRINCIPAL AND INTEREST PAYMENTS ON THE DISTRICT'S NEW GENERAL OBLIGATION BONDS. IN ADDITION, THE 1987 REQUEST PROVIDES $548,000 AND $2,565,000 FOR THE DISTRICT'S PORTIONS OF THE AMORTIZED CONSTRUCTION COSTS OF PRIVATE HOSPITALS AND SAINT ELIZABETHS HOSPITAL.

AT THE TIME THE 1987 BUDGET WAS PREPARED, $277 MILLION IN U.S. TREASURY LOANS HAD BEEN REFINANCED USING PROCEEDS FROM GENERAL OBLIGATION BONDS. AT PRESENT, THE DISTRICT HAS REFINANCED OVER $805 MILLION IN TREASURY LOANS. THIS REFUNDING HAS REDUCED THE FEDERAL DEFICIT, SHORTENED THE AVERAGE LIFE OF THE DISTRICT'S LONG-TERM DEBT, AND LOWERED THE COSTS OF THE DISTRICT'S DEBT SERVICE.

SHORT-TERM BORROWINGS

MR. CHAIRMAN AND MEMBERS OF THE HOUSE APPROPRIATIONS SUBCOMMITTEE: I AM RICHARD C. SIEGEL, ACTING DIRECTOR OF THE OFFICE OF THE BUDGET. I APPRECIATE THIS OPPORTUNITY TO PRESENT OUR PROPOSED FISCAL YEAR 1987 BUDGET FOR SHORT-TERM BORROWINGS. THE REQUEST IS FOR $3,750,000, NO CHANGE FROM THE FISCAL YEAR 1986 BUDGET.

THE NET INTEREST AND ISSUANCE COST OF THE FISCAL YEAR 1987 TAX REVENUE ANTICIPATION NOTES IS NOT EXPECTED TO CHANGE BECAUSE OF THE FORECASTED CONTINUED NARROW SPREAD BETWEEN THE RATES AT WHICH THE DISTRICT BORROWS ON A SHORT-TERM BASIS AND THE RATES AT WHICH IT INVESTS.

WEDNESDAY, MAY 21, 1986.

LANGUAGE CHANGES

WITNESS

WILHELMINA MARSHALL, DIRECTOR, LEGISLATIVE AFFAIRS, OFFICE OF THE BUDGET

LANGUAGE CHANGES IN FY 1987 BUDGET

Mr. DIXON. Now we have Wilhelmina Marshall, who is here to testify on behalf of language changes. You got a whole bunch of them?

Ms. WILHELMINA MARSHALL. Not this year, Mr. Chairman. I will be very short and sweet.

Mr. DIXON. All right.

Ms. WILHELMINA MARSHALL. This year the appropriation language contains 37 changes. There are eight new items, 24 deleted items, and five technical adjustments. In the past, we have had close to 100 changes most of which were technical adjustments.

LANGUAGE TO ACQUIRE ANTIOCH LAW SCHOOL

I would like to highlight the new items. One is a provision in the act that allows for the merger or acquisition of the Antioch Law School by the University of the District of Columbia. That acquisition cannot take place until the acquisition is approved by both the trustees of the University and the City Council. The Council added money to the budget of UDC in the amount of $1.3 million, and if the merger or acquisition does not take place, language in the act stipulates that the $1.3 million will be used to reduce the general fund deficit.

Mr. DIXON. Let me ask you if UDC will be prepared tomorrow to testify on this issue? In other words, are they the pushers, are they the advocates of this acquisition, or will they say "This is something the Council is pushing on us. We didn't ask for a law school, we are neutral on it." Who is prepared to talk about why the University of the District of Columbia is now about to have a law school? As I understand it, this is a private law school that is being acquired. Why does the District need to acquire a private law school and attach it to the District Government?

Ms. WILHELMINA MARSHALL. The University will be prepared to talk about it when they appear tommorrow.

Mr. DIXON. I am mean today, aren't I?

Ms. WILHELMINA MARSHALL. I think——

SUPPORT FOR ACQUISITION OF ANTIOCH LAW SCHOOL

Mr. DIXON. Who is the mover and shaker, the Mayor's office?

Ms. WILHELMINA MARSHALL. No, the Council added the $1.3 million. I think that the university is not opposed to the merger or acquisition of the law school. What is at issue, I think, is how much it is going to cost.

UDC PREPARED TO DISCUSS ACQUISITION OF ANTIOCH

Mr. **Dixon**. The kinds of questions I will be interested in is what do you buy when you buy a law school? I would think its library is about all that you buy, and maybe the building. I mean, how does the university acquire a law school?

Ms. **Wilhelmina Marshall**. They will be able to speak to this.

Mr. **Dixon**. They are prepared to speak to it?

Ms. **Wilhelmina Marshall**. Yes.

Mr. **Dixon**. I would like for them or the City Council people—in other words, I don't want them to get up here and say "We are neutral on this, it was mandated and we are prepared to take on this responsibility if it is demanded that we do, but we are not the advocates of this acquisition, Mr. Dixon."

Ms. **Wilhelmina Marshall**. I will make sure they can speak to it.

Mr. **Dixon**. I assume it is a proprietary school now, it is a private——

Ms. **Wilhelmina Marshall**. Yes. I think the——

Mr. **Dixon**. How long ago——

Ms. **Wilhelmina Marshall**. The main school is in Ohio, and I think they can no longer fund it. There have been discussions between the law school and the District of Columbia in terms of its acquisition.

Mr. **Dixon**. In terms of trying to reach this goal of having enough money each year to set aside to reduce the general funds deficit, there is $1.3 million right there. I think it is more important, from my perspective, to retire the deficit than to acquire a new law school for the University of the District of Columbia, especially in a community where there are many law schools.

So I want you to know that I am looking at that $1.3 million. I am just trying to give you a flavor of where I will be coming from tomorrow.

Ms. **Wilhelmina Marshall**. I will pass that on to the university.

Mr. **Dixon**. Go ahead to the next language change, Wilhelmina. I think you are great, I am not taking off on you, you understand.

Mr. **Dixon**. Off the record.

[Discussion off the record.]

OTHER NEW LANGUAGE CHANGES

Mr. **Dixon**. Back on the record. What is the next one?

Ms. **Wilhelmina Marshall**. Another new provision authorizes the use of general fund revenues to finance pay-as-you-go capital projects in the Department of Housing and Community Development, the Department of Human Services and the Public Schools. There is another provision to establish a ceiling for the salary level of the staff at the Law Revision Commission. Also there is a provision that $11.2 million of the $310.5 million Capital budget be used specifically by the Public Schools for school roof repair, school safety, and building improvements projects. The last provision will authorize the public schools to procure contracts for these capital projects.

Mr. **Dixon**. This would be authorization they don't have at the present time?

Ms. **Wilhelmina Marshall**. Yes. The Department of Public Works has contracting authority for all capital projects. This will promise contracting authority for the school system. One of the things that the Mayor did was to establish a task force of which I am a member in order to get some of the school buildings in good shape.

LANGUAGE ITEMS DELETED

Mr. **Dixon**. Now deletions——

Ms. **Wilhelmina Marshall**. Mr. Chairman, the deletions are the famous ones, most of which we think are items that should not be on our Appropriations Bill for one reason or another. The first one is the deletion of Federal language for the Federal programs that have been funded in the past by Congress. They are not included in the President's FY 1987 budget.

The provisions for revenue sharing have been deleted because those funds are no longer available to state and local governments in 1987.

The language prohibiting the use of Federal funds for the cook, chauffeur, et cetera have also been deleted.

We have also deleted the language prohibiting meters in taxicabs, because that authority rests with the Public Service Commission.

Mr. **Dixon**. That is new, isn't it?

Ms. **Wilhelmina Marshall**. Not with the Congress.

Mr. **Dixon**. That is a brand new one, isn't it?

Ms. **Wilhelmina Marshall**. Which one?

Mr. **Dixon**. The request for deletion of this language?

Ms. **Wilhelmina Marshall**. No.

Mr. **Dixon**. I know that.

Ms. **Wilhelmina Marshall**. We have asked for it before.

Mr. **Dixon**. What is the next one?

Ms. **Wilhelmina Marshall**. We ask that the language prohibiting the District from lobbying—

Mr. **Dixon**. The voting rights?

Ms. **Wilhelmina Marshall**. Yes—should be deleted.

The language authorizing the Public Service Commission to approve the deregulation of street lighting is deleted as it is permanent legislation.

Last, but not least, Mr. Chairman, is a provision that was added by this committee last year that we think does not belong on the D.C. bill at all. It has to do with Members of Congress and the personal property tax.

Mr. **Dixon**. Well, it relates to personal property taxes.

Ms. **Wilhelmina Marshall**. The language relates to Members of Congress who lives in a state that has personal property tax, and I think around here it is Virginia. We are saying we do not believe that belongs on the District Appropriations Act.

TECHNICAL ADJUSTMENTS

The technical adjustments are only five this year, Mr. Chairman. We are very happy that we have come to agreement with the City Council in terms of reducing the number of technical adjustments.

The one that comes to mind is to extend the use of the hearing commissioners in the Superior Court in fiscal year 1987.

We also modified a provision of submitting the updated revenues to the Council. They wanted them 30 days after the beginning of the fiscal year. We propose to send them 60 days after the first quarter when we can, in fact, measure the impact of Christmas and Thanksgiving on the revenues.

Mr. DIXON. Would the City Council be opposed?

Ms. WILHELMINA MARSHALL. No. They agreed with this language.

Mr. DIXON. Good. That is fine. Is that it?

Ms. WILHELMINA MARSHALL. That concludes my statement, and I have here an explanation of each of the language changes.

PREPARED STATEMENT ON LANGUAGE CHANGES

[The statement on appropriation language changes follows:]

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION

2A

FUND: GENERAL (100)

AGENCY: REPAYMENT OF LOANS AND INTEREST (DS)

WATER AND SEWER FUND

U.S. Treasury Notes*

Fiscal Year	Outstanding Balance	Principal	Interest	Total Annual Debt Service
1986	201,120,734	4,316,307	18,296,091	22,612,398
1987	196,804,427	4,711,261	17,020,457	21,731,717
1988	192,093,166	4,890,776	16,724,663	21,615,438
1989	187,202,391	4,994,497	16,410,899	21,405,396
1990	182,207,894	5,214,598	16,081,189	21,295,787
1991	176,993,296	5,386,642	15,730,736	21,117,378
1992	171,606,654	5,701,709	15,360,073	21,061,782
1993	165,904,945	5,856,354	14,963,486	20,819,840
1994	160,048,591	6,009,727	14,545,631	20,555,358
1995	154,038,864	6,261,787	14,105,603	20,367,390
1996	147,777,077	6,453,605	13,637,555	20,091,160
1997	141,323,472	6,710,540	13,142,739	19,853,279
1998	134,612,932	7,062,510	12,616,800	19,679,311
1999	127,550,421	7,612,146	12,054,321	19,666,467
2000	119,938,275	8,090,658	11,444,737	19,535,395
2001	111,847,617	8,640,896	10,790,298	19,431,194
2002	103,206,721	9,012,095	10,085,656	19,097,751
2003	94,194,626	9,350,481	9,344,129	18,694,610
2004	84,844,145	9,236,827	8,564,351	17,801,178
2005	75,607,318	9,173,064	7,767,387	16,940,451
2006	66,434,254	8,504,076	6,943,879	15,447,955
2007	57,930,177	8,101,278	6,144,353	14,245,631
2008	49,828,900	7,494,964	5,362,571	12,857,535
2009	42,333,936	7,121,383	4,618,470	11,739,853
2010	35,212,552	6,658,930	3,888,373	10,547,303
2011	28,553,623	5,710,239	3,183,346	8,893,585
2012	22,843,383	5,445,478	2,551,425	7,996,903
2013	17,397,905	6,054,286	1,942,616	7,996,903
2014	11,343,619	6,732,117	1,264,871	7,996,903
2015	4,611,587	3,746,792	510,301	4,257,093
2016	864,795	336,823	67,247	404,070
2017	527,972	254,138	40,918	295,056
2018	273,834	273,835	21,221	295,056

* Outstanding notes only.

GENERAL FUND

General Obligation Bonds*

Fiscal Year	Outstanding Balance	Principal	Interest	Total Annual Debt Service
1986	407,749,865	7,795,088	39,539,268	47,334,356
1987	399,954,777	9,309,279	36,455,228	45,764,507
1988	390,645,498	9,955,679	35,767,599	45,723,728
1989	380,689,819	10,676,842	35,007,946	45,684,788
1990	370,012,976	11,486,435	34,162,437	45,648,872
1991	358,526,541	12,396,063	33,235,649	45,631,713
1992	346,130,478	13,394,339	32,211,626	45,605,965
1993	332,736,139	14,493,427	31,079,019	45,572,445
1994	318,242,712	15,730,537	29,825,355	45,555,892
1995	302,512,175	17,003,144	28,438,620	45,441,764
1996	285,509,031	18,270,650	26,918,652	45,189,303
1997	267,238,381	19,679,233	25,255,474	44,934,708
1998	247,559,147	21,253,337	23,430,963	44,684,300
1999	226,305,811	22,983,518	21,439,784	44,423,302
2000	203,322,293	24,881,449	19,286,570	44,168,019
2001	178,440,844	26,949,901	16,953,821	43,903,722
2002	151,490,943	29,212,757	14,426,983	43,639,740
2003	122,278,187	31,688,345	11,687,935	43,376,280
2004	90,589,842	34,453,299	8,656,639	43,109,938
2005	56,136,543	37,473,756	5,361,834	42,835,590
2006	18,662,787	2,667,850	1,772,874	4,440,724
2007	15,994,937	2,667,850	1,502,754	4,170,604
2008	13,327,087	2,663,796	1,229,507	3,893,302
2009	10,663,291	2,667,850	956,260	3,624,110
2010	7,995,441	2,663,796	683,013	3,346,809
2011	5,331,646	2,667,850	409,766	3,077,616
2012	2,663,796	2,663,796	136,520	2,800,315

* Outstanding bonds only.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION **2A**

FUND: GENERAL (100)
Name & Code

AGENCY: REPAYMENT OF LOANS AND INTEREST (DS)
Name & Code

WATER AND SEWER FUND

General Obligation Bonds

Fiscal Year	Outstanding Balance	Principal	Interest	Total Annual Debt Service
1986	55,490,135	1,064,912	5,396,098	6,461,010
1987	54,425,223	1,265,721	5,008,370	6,274,091
1988	53,159,502	1,354,321	4,910,229	6,264,549
1989	51,805,151	1,453,158	4,802,487	6,255,644
1990	50,352,024	1,563,565	4,683,391	6,246,956
1991	48,788,459	1,683,937	4,553,216	6,237,152
1992	47,104,522	1,820,661	4,410,197	6,230,857
1993	45,283,861	1,976,573	4,252,474	6,229,047
1994	43,307,288	2,139,463	4,077,948	6,217,411
1995	41,167,825	2,311,856	3,886,433	6,198,288
1996	38,855,969	2,459,350	3,677,895	6,137,245
1997	36,396,619	2,625,767	3,452,633	5,078,400
1998	33,770,853	2,811,663	3,208,309	6,019,972
1999	30,959,189	3,016,482	2,943,983	5,960,465
2000	27,942,707	3,238,551	2,660,298	5,898,849
2001	24,704,156	3,480,099	2,355,306	5,835,406
2002	21,224,057	3,747,243	2,027,503	5,774,747
2003	17,476,813	4,036,655	1,674,502	5,711,157
2004	13,440,158	4,366,701	1,286,674	5,653,374
2005	9,073,458	4,721,244	867,366	5,588,610
2006	4,352,213	622,150	413,439	1,035,589
2007	3,730,063	622,150	350,446	972,596
2008	3,107,913	621,204	286,724	907,929
2009	2,486,709	662,150	223,002	845,152
2010	1,864,559	621,204	159,281	780,485
2011	1,243,354	662,150	95,559	717,709
2012	621,204	621,204	31,837	653,041

* Outstanding bonds only.

The following table shows the amounts required in FY 1987 for each private hospital funded under the D.C. Hospital Facilities Construction Act:

Washington Hospital Center	$312,700
Children's Hospital, Grant #1	6,600
Children's Hospital, Grant #2	3,500
Providence Hospital	61,500
Casualty Hospital	19,500
Columbia Hospital	18,000
Georgetown Hospital	29,800
Sibley Hospital	65,600
Cafritz Hospital	30,400
Total	$547,600

SHORT-TERM BORROWINGS

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code GENERAL (100)

AGENCY: Name & Code SHORT-TERM BORROWINGS (ZA)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	...	3,750	...	3,750	...	3,750	...	3,750	...	...
	Federal Funds										
	Private & Other Funds										
	SUBTOTAL EXPENDITURES	...	3,750	...	3,750	...	3,750	...	3,750	...	...
	Intra-District Sales										
	TOTAL EXPENDITURES	...	3,750	...	3,750	...	3,750	...	3,750	...	...
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment										
	Average CFT Salary										
	Average All Other Employment										
	Total Full-Time Equivalent (FTE) Employment										
	Overtime & Other Pay – Full Time Equivalent (FTE)										
	Average Full-Time Equivalent Salary										
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

FINANCIAL SUMMARY

The District experiences seasonal operating cash-flow imbalances within each fiscal year that require short-term borrowing. The maximum amount required has been stabilized in recent years at $150 million. Until FY 1984 the U.S. Treasury provided this short-term financing, but for the last two years the District has issued and repaid successfully $150 million of general obligation tax revenue anticipation notes. The first issue was sold through private placement in FY 1983 and the second, through a public issuance in FY 1984. Both were repaid when due. Another public issuance of $150 million was sold in October 1985 and, like the first public offering, was accorded the highest credit ratings by Moody's Investors Service and Standard and Poor's Corporation.

The net interest and issuance cost for this FY 1987 tax-revenue anticipation notes is expected to be $3,750,000 in FY 1987, no change from the FY 1986 budget. Although average cash balances will grow slightly over the next two years, short-term interest rates are predicted to remain low with a continued narrow spread between the tax-exempt rates at which the District borrows and the taxable rates at which it temporarily invests.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

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APPROPRIATION LANGUAGE CHANGES

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

THE FY 1987 BUDGET CONTAINS 37 CHANGES TO THE APPROPRIATIONS LANGUAGE. OF THIS TOTAL 8 REPRESENT NEW ITEMS, 24 REPRESENT DELETED ITEMS AND 5 REPRESENT TECHNICAL ADJUSTMENTS.

NEW ITEMS

THERE ARE 8 NEW ITEMS IN THE FY 1987 APPROPRIATIONS ACT. THEY INCLUDE:

- -- THE APPROPRIATION OF FUNDS FOR THE MERGER OR ACQUISITION OF THE ANTIOCH LAW SCHOOL BY THE UNIVERSITY OF THE DISTRICT OF COLUMBIA ONCE IT IS APPROVED BY THE BOARD OF TRUSTEES OF THE UNIVERSITY AND THE COUNCIL OF THE DISTRICT OF COLUMBIA. IF THE ACQUISITION IS NOT APPROVED, THE FUNDS ARE TO BE USED FOR THE GENERAL FUND DEFICIT.
- -- THE PROVISION FOR THE USE OF GENERAL FUND REVENUES TO FINANCE THE PAY-AS-YOU-GO CAPITAL PROJECTS IN THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT, THE DEPARTMENT OF HUMAN SERVICES AND THE PUBLIC SCHOOLS;
- -- THE ESTABLISHMENT OF A CEILING FOR THE SALARY LEVEL OF STAFF AT THE LAW REVISION COMMISSION;
- -- REQUIREMENT THAT SPECIFIC AMOUNTS OF THE CAPITAL BUDGET BE USED BY THE PUBLIC SCHOOLS FOR ROOF REPAIR, SCHOOL SAFETY, AND BUILDING IMPROVEMENT PROJECTS. ($11.2 MILLION OF THE $310.5 MILLION TOTAL CAPITAL BUDGET); AND
- -- THE PROVISION TO AUTHORIZE THE D. C. PUBLIC SCHOOLS TO PROCURE CONTRACTS FOR THE CONSTRUCTION OF NEW ROOFS FOR VARIOUS SCHOOL BUILDINGS, FOR SCHOOL SAFETY, AND FOR BUILDING IMPROVEMENTS PROJECTS. ($11.2 MILLION).

DELETIONS

THE 24 DELETIONS INCLUDE LANGUAGE THAT IS NO LONGER REQUIRED BECAUSE IT RELATES SPECIFICALLY TO THE FY 1986 BUDGET; LANGUAGE THAT HAS BEEN SUPERSEDED BY FEDERAL OR DISTRICT PERMANENT LEGISLATION AND LANGUAGE THAT HAS NO RELATIONSHIP TO THE DISTRICT. THE MAJOR ONES INCLUDE:

DELETIONS (continued)

- -- DELETION OF THE FEDERAL APPROPRIATIONS FOR THE CRIMINAL JUSTICE INITIATIVE, THE STUDENT DROPOUT PREVENTION INITIATIVE, THE JOB TRAINING INITIATIVE, AND THE COURT STUDY . THE LANGUAGE FOR THESE ITEMS RELATE TO THE FY 1986 BUDGET ONLY. FUNDS ARE NOT INCLUDED IN THE PRESIDENT'S FY 1987 BUDGET FOR THESE PROGRAMS;

- -- DELETION OF REVENUE SHARING FUNDS AS THEY ARE NO LONGER AVAILABLE TO STATE AND LOCAL GOVERNMENTS IN FY 1987;

- -- DELETION OF PROVISION PROHIBITING THE USE OF FEDERAL FUNDS FOR A PERSONAL COOK, CHAUFFEUR, OR OTHER PERSONAL SERVANTS BECAUSE THE DISTRICT'S AUTHORITY TO USE FEDERAL FUNDS SHOULD BE CONSISTENT WITH THAT OF OTHER STATES;

- -- DELETION OF LANGUAGE PROHIBITING USE OF APPROPRIATED FUNDS FOR ANY ENFORCEMENT OR REGULATION REQUIRING THE INSTALLATION OF METERS IN TAXICABS. THE AUTHORITY TO REGULATE TAXICABS RESTS WITH THE PUBLIC SERVICE COMMISSION CREATED BY AN ACT OF CONGRESS;

- -- DELETION OF LANGUAGE PROHIBITING THE USE OF APPROPRIATED FUNDS FOR PUBLICITY OR LOBBYING PURPOSES AS IT RESTRICTS THE USE OF FUNDS TO SUPPORT LEGISLATION HAVING A DIRECT BEARING ON THE DISTRICT SUCH AS THE VOTING RIGHTS AMENDMENT. THE DISTRICT SHOULD HAVE THE AUTHORITY TO USE ITS OWN LOCAL GENERATED REVENUES AS IT CHOOSES;

- -- DELETION OF LANGUAGE AUTHORIZING THE PUBLIC SERVICE COMMISSION TO APPROVE THE DEREGULATION OF STREET LIGHTING SERVICES TO THE DISTRICT AS THIS LANGUAGE IS PERMANENT LEGISLATION AND;

- -- DELETION OF LANGUAGE EXEMPTING A MEMBER OF CONGRESS WHO MAINTAINS A PLACE OF ABODE FOR PURPOSES OF ATTENDING SESSIONS OF CONGRESS FROM PAYING PERSONAL PROPERTY TAXES WITH RESPECT TO ANY MOTOR VEHICLE OWNED BY SUCH MEMBER OR HIS SPOUSE AS THIS PROVISION DOES NOT RELATE TO THE DISTRICT GOVERNMENT;

TECHNICAL ADJUSTMENTS

THE 5 TECHNICAL ADJUSTMENTS ARE TO EXTEND THE LEGISLATIVE REQUIREMENT OF CERTAIN PROVISIONS TO FY 1987 IN THE ABSENCE OF PERMANENT LEGISLATION AND TO MODIFY OR CLARIFY CERTAIN PROVISIONS. THEY INCLUDE:

TECHNICAL ADJUSTMENTS (continued)

- -- EXTENDING THE USE OF HEARING COMMISSIONERS IN THE SUPERIOR COURT IN FY 1987;
- -- MODIFYING THE PROVISION FOR SUBMITTING THE REVISED REVENUE ESTIMATES FOR FY 1987 TO THE COUNCIL 30 DAYS AFTER THE END OF THE FIRST QUARTER OF FY 1987 RATHER THAN 60 DAYS AFTER THE BEGINNING OF FISCAL YEAR 1987;

MR. CHAIRMAN, THESE LANGUAGE CHANGES HAVE BEEN APPROVED BY BOTH THE MAYOR AND THE DISTRICT OF COLUMBIA COUNCIL. WE URGE YOUR SUPPORT FOR THE RECOMMENDED ACTIONS.

CHANGES TO LANGUAGE

DISTRICT OF COLUMBIA

FEDERAL PAYMENT TO THE DISTRICT OF COLUMBIA

(1) For payment to the District of Columbia for the fiscal year ending September 30, [1986] *1987*, $425,000,000, as authorized by the District of Columbia Self-Government and Governmental Reorganization Act, Public Law 93-198, as amended (D.C. Code, sec. 47-3406) [: Provided, That none of these funds shall be made available to the District of Columbia until the number of full-time uniformed officers in permanent positions in the Metropolitan Police Department is at least 3,880, excluding any such officer appointed after August 19, 1982, under qualification standards other than those in effect on such date].

For payment to the District of Columbia for the fiscal year ending September 30, [1986] *1987*, in lieu of reimbursement for charges for water and water services and sanitary sewer services furnished to facilities of the United States Government, [$30,100,000] *$28,810,000*, as authorized by the Act of May 18, 1954, as amended (D.C. Code, secs. 43-1552 and 43-1612).

For the Federal contribution to the Police Officers and Fire Fighters', Teachers' and Judges' Retirement Funds as authorized by the District of Columbia Retirement Reform Act, approved November 17, 1979 (93 Stat. 866; Public Law 96-122), $52,070,000.

TRANSITIONAL PAYMENT FOR SAINT ELIZABETHS HOSPITAL

For a Federal contribution to the District of Columbia, as authorized by the Saint Elizabeths Hospital and District of Columbia Mental Health Services Act, approved November 8, 1984 (98 Stat. 3369; Public Law 98-621), [$25,000,000] *$35,000,000.*

(2)

[CRIMINAL JUSTICE INITIATIVE]

[For a Federal contribution to the District of Columbia, $13,860,000, of which $10,000,000 shall be for the design and construction of a prison facility within the District of Columbia and shall remain available until expended, together with $20,000,000 which shall become available on October, 1, 1986, and shall remain available until expended: *Provided*, That the $30,000,000 for the prison project shall not be available and shall not be obligated until the Subcommittees on District of Columbia Appropriations of the House and Senate have approved a plan submitted by the Mayor and City Council which includes the design, size, security level, cost and location of the proposed prison: *Provided further*, That funds for fiscal year 1986 shall be available for planning and designing the prison project: *Provided further*, That funds for fiscal year 1986 shall be available to meet emergency needs related to the Department of Corrections as certified by the Mayor to the House and Senate Subcommittees on District of Columbia Appropriations: *Provided further*, That the $30,000,000 for the prison project shall remain in the United States Treasury and shall be transferred to the District of Columbia government only to the extent that outstanding obligations become due and payable.]

(3) **[STUDENT DROPOUT PREVENTION INITIATIVE]**

[For a Federal contribution to the District of Columbia, $150,000.]

(4) **[JOB TRAINING INITIATIVE]**

[For a Federal contribution to the District of Columbia, $500,000.]

(5) **[COURT STUDY]**

[For a Federal contribution to the District of Columbia, $100,000.]

Division of Expenses

The following amounts are appropriated for the District of Columbia for the current fiscal year out of the general fund of the District of Columbia, except as otherwise specifically provided.

GOVERNMENTAL DIRECTION AND SUPPORT

Governmental direction and support, [$99,342,000] *$108,353,000: Provided,* That not to exceed $2,500 for the Mayor, $2,500 for the Chairman of the Council of the District of Columbia, and $2,500 for the City Administrator shall be available from this appropriation for expenditures for official purposes: *Provided further,* That any program fees collected from the issuance of debt shall be available for the payment of expenses of the debt management program of the District of Columbia: *Provided further,* That not less than $320,000 shall be used by the Office of Personnel exclusively for the administration of programs for the training of District of Columbia government employees: *Provided further,* That notwithstanding any other provision of law, there is hereby appropriated [$3,480,000] *$3,772,000* to pay legal, management, investment, and other fees and administrative expenses of the District of Columbia Retirement Board, of which $700,000 shall be derived from the general fund and not to exceed [$2,780,000] *$3,072,000* shall be derived from the earnings of the applicable retirement funds: *Provided further,* That the District of Columbia Retirement Board shall provide to the Congress and the Council of the District of Columbia a quarterly report of the allocations of charges by fund and of expenditures of all funds: *Provided further,* That the District of Columbia Retirement Board shall provide the Mayor for transmittal to the Council of the District of Columbia an item accounting of the planned use of appropriated funds in time for each annual budget submission and the actual use of such funds in time for each annual audited financial report: *Provided further,* That of the $100,000 appropriated for fiscal year [1986] *1987* for Admission to Statehood, $50,000 shall be for the Statehood Commission and $50,000 shall be for the Statehood Compact Commission.

ECONOMIC DEVELOPMENT AND REGULATION

(6) Economic development and regulation, [$100,035,000] *$129,460,000, including $2,000,000 for non-recurring resources for financing pay-as-you-go capital projects of the Department of Housing and Community Development: Provided,* That the District of Columbia Housing Finance Agency, established by section 201 of the District of Columbia Housing Finance Agency Act, effective March 3, 1979 (D.C. Law 2-135; D.C. Code, sec. 45-2111), based upon its capability of repayments as determined each year by the Council of the District of Columbia from the Agency's annual audited financial statements to the Council of the District of Columbia, shall repay to the general fund an amount equal to the appropriated administrative costs plus interest at a rate of four percent per annum for a term of 15 years, with a deferral of payments for the first three years: *Provided further,* That notwithstanding the foregoing provision, the obligation to repay all or part of the amounts due shall be subject to the rights of the holders of any bonds or notes issued by the Agency and shall be repaid to the District of Columbia only from available operating revenues of the Agency that are in excess of the amounts required for debt service, reserve funds, and operating expenses: *Provided further,* That upon commencement of the debt service payments, such payments shall be deposited into the general
(7) fund of the District of Columbia [: *Provided further,* That the Director of the Department of Housing and Community Development shall report every six months to the Council of the District of Columbia on collections of rent from public housing stock].

PUBLIC SAFETY AND JUSTICE

Public safety and justice, including purchase of not to exceed 135 passenger-carrying vehicles for replacement only (including 130 for police-type use and five for fire-type use) and [four additional] *14 replacement* passenger-carrying vehicles for fire-type use without regard to the general purchase price
(8) limitation for the current fiscal year, [$548,866,000, of which $3,339,000 shall be payable from the revenue sharing trust fund] *$580,665,000: Provided*, That the Metropolitan Police Department is authorized to replace not to exceed 25 passenger-carrying vehicles, and the Fire Department is authorized to replace not to exceed five passenger-carrying vehicles, annually whenever the cost of repair to any damaged vehicle exceeds three-fourths of the cost of the replacement: *Provided further,* That not to exceed $500,000 shall be available from this appropriation for the Chief of Police for the prevention and detection of crime:
(9) [*Provided further,* That notwithstanding any other provision of law, in the case of each employee who retired from the Fire Department of the District of Columbia before February 15, 1980, and who is receiving on the date of the enactment of this Act an annuity based on service in the Fire Department, the District of Columbia Retirement Board shall cause to be paid not later than September 30, 1985, to each such employee a lump sum payment equal to three percent of his or her annuity:] *Provided further,* That funds appropriated for expenses under the District of Columbia Criminal Justice Act, approved September 3, 1974 (88 Stat. 1090; Public Law 93-412; D.C. Code, sec. 11-2601 et seq.), for the fiscal year ending September 30, [1986] *1987,* shall be available for obligations incurred under that Act in each fiscal year since inception in

fiscal year 1975: *Provided further*, That funds appropriated for expenses under
the District of Columbia Neglect Representation Equity Act of 1984, effective
March 13, 1985 (D.C. Law 5-129; D.C. Code, sec. 16-2304), for the fiscal year
ending September 30, [1986] *1987*, shall be available for obligations incurred
under that Act in each fiscal year since inception in fiscal year 1985: *Provided
further*, That $50,000 of any appropriation available to the District of Columbia
may be used to match financial contributions from the Department of Defense
to the District of Columbia Office of Emergency Preparedness for the purchase
of civil defense equipment and supplies approved by the Department of
Defense, when authorized by the Mayor: *Provided further*, That not to exceed
$1,500 for the Chief Judge of the District of Columbia Court of Appeals, $1,500
for the Chief Judge of the Superior Court of the District of Columbia, and
$1,500 for the Executive Officer of the District of Columbia Courts shall be
(10) available from this appropriation for official purposes: *Provided further, That
no District of Columbia Law Revision Commission position shall be funded at a
(11) level greater than DS-14, step 1: Provided further*, That D.C. Code, sec.
11-1732(d), is amended by striking out ["1985"] *"1986"* and inserting in lieu
(12) thereof "1987" [: *Provided further*, That not to exceed $50,000 of this appropriation shall be used to reimburse Fairfax County, Virginia, for expenses
incurred by the County during fiscal year 1986 in relation to the Lorton prison
complex. Such reimbursement shall be paid in all instances in which the District
requests that the County provide police, fire, rescue, and related services to help
deal with escapes, riots, and similar disturbances involving the prison. The
District shall make a quarterly report to the House and Senate Subcommittees
on District of Columbia Appropriations regarding the amount and purpose of
reimbursements made to the County, and the amount of the authorization
remaining for such reimbursements].

PUBLIC EDUCATION SYSTEM

Public education system, including the development of national defense
(13) education programs, [$515,655,000] *$540,872,000*, [of which $6,000,000 shall be
payable from the revenue sharing trust fund,] to be allocated as follows:
[$360,150,000] *$393,806,000* for the public schools of the District of Columbia,
(14) *including $8,000,000 of the $393,806,000 for non-recurring resources for financing pay-as-you-go capital projects of the public schools of the District of Columbia;* [$70,905,000] *$58,800,000* for the District of Columbia Teachers' Retirement Fund; [$67,715,000] *$69,015,000* for the University of the District of Columbia; [$15,002,000] *$16,646,000* for the Public Library; [$1,673,000] *$2,368,000* for the Commission on the Arts and Humanities; and [$210,000] *$237,000* for the Educational Institution Licensure Commission: *Provided*, That the public schools of the District of Columbia are authorized to accept not to exceed 31 motor vehicles for exclusive use in the driver education program: *Provided further*, That not to exceed $2,500 for the Superintendent of Schools, $2,500 for the President of the University of the District of Columbia, and $2,000 for the Public Librarian shall be available from this appropriation for expenditures for official purposes: *Provided further*, That this appropriation shall not be available to subsidize the education of nonresidents of the District of Columbia at the University of the District of Columbia, unless the Board of Trustees of the University of the District of Columbia adopts, for the fiscal year ending September 30, [1986] *1987*, a tuition rate schedule which will establish the tuition rate for nonresident students at a level no lower than the nonresident tuition rate charged at comparable public institutions of higher education in the

(15) metropolitan area: *Provided further, That of the amount made available to the University of the District of Columbia, $1,300,000 shall be used solely for the operation of the Antioch School of Law: Provided further, That acquisition or merger of the Antioch School of Law shall have been previously approved by both the Board of Trustees of the University of the District of Columbia and the Council of the District of Columbia, and that the Council shall have issued its approval by resolution: Provided further, That if the Council of the District of Columbia or the Board of Trustees of the University of the District of Columbia fails to approve the acquisition or merger of the Antioch Law School, the $1,300,000 shall be used solely for the repayment of the general fund deficit.*

HUMAN SUPPORT SERVICES

(16) Human support services, [$614,347,000] *$654,315,000,* [of which
(17) $5,857,000 shall be payable from the revenue sharing trust fund] *including
$298,000 for non-recurring resources for financing pay-as-you-go capital pro-
jects of the Department of Human Services: Provided,* That the inpatient rate
(excluding the proportionate share for repairs and construction) for services
rendered by Saint Elizabeths Hospital for patient care shall be at the per diem
rate established pursuant to section 2 of an Act to authorize certain expenditures
from the appropriation of Saint Elizabeths Hospital, and for other purposes,
approved August 4, 1947 (61 Stat. 751; Public Law 80-353; 24 U.S.C. 168(a)):
Provided further, That total funds paid by the District of Columbia as reim-
bursements for operating costs of Saint Elizabeths Hospital, including any
District of Columbia payments (but excluding the Federal matching share of
payments) associated with title XIX of the Social Security Act, approved July
30, 1965 (79 Stat. 343; Public Law 89-97; 42 U.S.C. 1396 et seq.), shall not ex-
ceed [$62,970,000] *$71,200,000: Provided further,* That [$11,000,000]
$13,800,000 of this appropriation, to remain available until expended, shall be
available solely for District of Columbia employees' disability compensation.

PUBLIC WORKS

Public works, including rental of one passenger-carrying vehicle for use
by the Mayor and three passenger-carrying vehicles for use by the Council of the
District of Columbia and purchase of passenger-carrying vehicles for replace-
(18) ment only, [$193,741,000] *$204,748,000,* of which [$2,500,000 shall be payable
from the revenue sharing trust fund and] not to exceed [$4,000,000] *$4,150,000*
shall be available for the School Transit Subsidy: *Provided,* That this appropria-
tion shall not be available for collecting ashes or miscellaneous refuse from
(19) hotels and places of business [or from apartment houses with four or more
apartments, or from any building or connected group of buildings operating as
a rooming or boarding house as defined in the housing regulations of the
District of Columbia].

WASHINGTON CONVENTION CENTER FUND

For the Washington Convention Center Fund, [$8,371,000] *$6,261,000: Provided,* That the Convention Center Board of Directors, established by section 3 of the Washington Convention Center Management Act of 1979, effective November 3, 1979 (D.C. Law 3-36; D.C. Code, sec. 9-602), shall reimburse the Auditor of the District of Columbia for all reasonable costs for performance of the annual convention center audit.

REPAYMENT OF LOANS AND INTEREST

For reimbursement to the United States of funds loaned in compliance with an Act to provide for the establishment of a modern, adequate, and efficient hospital center in the District of Columbia, approved August 7, 1946 (60 Stat. 896; Public Law 79-648); the Departments of Labor, and Health, Education and Welfare Appropriation Act of 1955, approved July 2, 1954 (68 Stat. 443; Public Law 83-472); section 1 of an Act to authorize the Commissioners of the District of Columbia to borrow funds for capital improvement programs and to amend provisions of law relating to Federal Government participation in meeting costs of maintaining the Nation's Capital City, approved June 6, 1958 (72 Stat. 183; Public Law 85-451; D.C. Code, sec. 9-219); section 4 of an Act to authorize the Commissioners of the District of Columbia to plan, construct, operate, and maintain a sanitary sewer to connect the Dulles International Airport with the District of Columbia system, approved June 12, 1960 (74 Stat. 211; Public Law 86-515); and section 723 of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 821; Public Law 93-198; D.C. Code, sec. 47-321, note); and section 743(f) of the District of Columbia Self-Government and Governmental Reorganization Act, approved October 13, 1977 (91 Stat. 1156; Public Law 95-131; D.C. Code, sec. 9-219, note), including interest as required thereby, [$198,409,000] *$204,514,000.*

REPAYMENT OF GENERAL FUND DEFICIT

(20) For the purposes of [eliminating the cash portion of the $269,860,000 general fund accumulated deficit as of September 30, 1984, $20,000,000 of which not less than $15,000,000 shall be funded and apportioned by the Mayor from amounts otherwise available to the District of Columbia government (including amounts appropriated by this Act or revenues otherwise available, or both)] *reducing the general fund accumulated deficit, $8,675,000.*

SHORT-TERM BORROWINGS

For the purpose of funding interest related to borrowing funds for short-term cash needs, $3,750,000.

CAPITAL OUTLAY

For construction projects, [$229,148,000] *$310,551,000,* as authorized by an Act authorizing the laying of water mains and service sewers in the District of Columbia, the levying of assessments therefor, and for other purposes, approved April 22, 1904 (33 Stat. 244; Public Law 58-140; D.C. Code, secs. 43-1512 to 43-1519); the District of Columbia Public Works Act of 1954, approved May 18, 1954 (68 Stat. 101; Public Law 83-364); an Act to authorize the Commissioners of the District of Columbia to borrow funds for capital improvement programs and to amend provisions of law relating to Federal Gov-

ernment participation in meeting costs of maintaining the Nation's Capital City,
approved June 6, 1958 (72 Stat. 183; Public Law 85-451; D.C. Code, secs. 9-219
and 47-3402); section 3(g) of the District of Columbia Motor Vehicle Parking
Facility Act of 1942, approved August 20, 1958 (72 Stat. 686; Public Law
85-692; D.C. Code, sec. 40-805(7)); and the National Capital Transportation
Act of 1969, approved December 9, 1969 (83 Stat. 320; Public Law 91-143; D.C.
Code, secs. 1-2451, 1-2452, 1-2454, 1-2456, and 1-2457); including acquisition of
sites, preparation of plans and specifications, conducting preliminary surveys,
erection of structures, including building improvement and alteration and treat-
ment of grounds, to remain available until expended: *Provided,* That
[$14,591,000] *$17,342,112* shall be available for project management and
[$11,239,000] *$26,013,168* for design by the Director of the Department of
Public Works or by contract for architectural engineering services, as may be
determined by the Mayor, and that the funds for use of each capital project
implementing agency shall be managed and controlled in accordance with all
procedures and limitations established under the Financial Management System:
(21) *Provided further, That $10,298,000 of the $310,551,000, shall be financed from
general fund operating revenues to be allocated as follows: $8,000,000 for pay-
as-you-go capital projects for public schools of the District of Columbia;
$2,000,000 for pay-as-you-go capital projects for the Department of Housing
and Community Development; and $298,000 in pay-as-you-go capital projects*
(22) *for the Department of Human Services: Provided further, That $11,217,800 of
the $310,551,000, shall be available to the Board of Education of the District of
Columbia for the construction of new roofs for various school buildings, school
safety, and building improvements' projects, with $8,413,350 of these funds
available for construction, $1,682,670 available for architectural design, and*
(23) *$1,121,780 available for project management: Provided further, That notwith-
standing the last sentence of section 405(b) of the District of Columbia Public
Postsecondary Education Reorganization Act, approved October 26, 1974 (88
Stat. 1423; D.C. Code, sec. 31-1535(b)), the Board of Education of the District
of Columbia may procure contracts for its pay-as-you-go capital projects, for
the construction of new roofs for various school buildings, for school safety,
and for building improvements' projects: Provided further,* That all such funds
shall be available only for the specific projects and purposes intended: *Provided
further,* That notwithstanding the foregoing, all authorizations for capital
outlay projects, except those projects covered by the first sentence of section
23(a) of the Federal-Aid Highway Act of 1968, approved August 23, 1968 (82
Stat. 827; Public Law 90-495; D.C. Code, sec. 7-134, note), for which funds are
provided by this appropriation title, shall expire on September 30, [1987] *1988,*
except authorizations for projects as to which funds have been obligated in
(24) whole or [in] part prior to September 30, [1987] *1988: Provided further,* That
upon expiration of any such project authorization the funds provided herein for
the project shall lapse.

WATER AND SEWER ENTERPRISE FUND

For the Water and Sewer Enterprise Fund, [$162,987,000] *$176,876,000*, of which [$31,065,000] *$32,834,000* shall be apportioned and payable to the debt service fund for repayment of loans and interest incurred for capital improvement projects.

For construction projects, [$19,635,000] *$54,850,000*, as authorized by an Act authorizing the laying of water mains and service sewers in the District of Columbia, the levying of assessments therefor, and for other purposes, approved April 22, 1904 (33 Stat. 244; D.C. Code, sec. 43-1512 et seq.): *Provided*, That the requirements and restrictions which are applicable to general fund capital improvement projects and which are set forth in this Act under the Capital Outlay appropriation title shall apply to projects approved under this appropriation title.

LOTTERY AND CHARITABLE GAMES ENTERPRISE FUND

For the Lottery and Charitable Games Enterprise Fund established by the District of Columbia Appropriation Act for fiscal year 1982, approved December 4, 1981 (95 Stat. 1174, 1175; Public Law 97-91, as amended), for the purpose of implementing the Law to Legalize Lotteries, Daily Numbers Games, and Bingo and Raffles for Charitable Purposes in the District of Columbia, effective March 10, 1981 (D.C. Law 3-172; D.C. Code, secs. 2-2501 et seq. and 22-1516 et seq.), [$4,151,000] *$5,458,000*, to be derived from non-Federal District of Columbia revenues: *Provided*, That the District of Columbia shall identify the sources of funding for this appropriation title from its own locally-generated revenues: Provided further, That no revenues from Federal sources shall be used to support the operations or activities of the Lottery and Charitable Games Control Board.

CABLE TELEVISION ENTERPRISE FUND

For the Cable Television Enterprise Fund established by the Cable Television Communications Act of 1981, effective October 22, 1983 (D.C. Law 5-36; D.C. Code, sec. 43-1801 et seq.), $250,000.

GENERAL PROVISIONS

Sec. 101. The expenditure of any appropriation under this Act for any consulting service through procurement contract, pursuant to 5 U.S.C. 3109, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

Sec. 102. Except as otherwise provided in this Act, all vouchers covering expenditures of appropriations contained in this Act shall be audited before payment by the designated certifying official and the vouchers as approved shall be paid by checks issued by the designated disbursing official.

Sec. 103. Whenever in this Act an amount is specified within an appropriation for particular purposes or objects of expenditure, such amount, unless otherwise specified, shall be considered as the maximum amount which may be expended for said purpose or object rather than an amount set apart exclusively (25) therefor [, except for those funds and programs for the Metropolitan Police Department under the heading "Public Safety and Justice" which shall be considered as the amounts set apart exclusively for and shall be expended solely by that Department; and the appropriation under the heading "Repayment of General Fund Deficit" which shall be considered as the amount set apart exclusively for and shall be expended solely for that purpose].

Sec. 104. Appropriations in this Act shall be available, when authorized by the Mayor, for allowances for privately owned automobiles and motorcycles used for the performance of official duties at rates established by the Mayor: *Provided,* That such rates shall not exceed the maximum prevailing rates for such vehicles as prescribed in the Federal Property Management Regulations 101-7 (Federal Travel Regulations).

Sec. 105. Appropriations in this Act shall be available for expenses of travel and for the payment of dues of organizations concerned with the work of the District of Columbia government, when authorized by the Mayor: *Provided,* That the Council of the District of Columbia and the District of Columbia Courts may expend such funds without authorization by the Mayor.

(26) [Sec. 106. Appropriations in this Act shall not be used for or in connection with the preparation, issuance, publication, or enforcement of any regulation or order of the Public Service Commission requiring the installation of meters in taxicabs, or for or in connection with the licensing of any vehicle to be operated as a taxicab except for operation in accordance with such system of uniform zones and rates and regulations applicable thereto as shall have been prescribed by the Public Service Commission.]

Sec. [107] *106.* There are appropriated from the applicable funds of the District of Columbia such sums as may be necessary for making refunds and for the payment of judgments that have been entered against the District of Columbia government: *Provided,* That nothing contained in this section shall be construed as modifying or affecting the provisions of section 11(c)(3) of title XII of the District of Columbia Income and Franchise Tax Act of 1947, approved March 31, 1956 (70 Stat. 78; Public Law 84-460; D.C. Code, sec. 47-1812.11(c)(3)).

Sec. [108] *107.* Appropriations in this Act shall be available for the payment of public assistance without reference to the requirement of section 544 of the District of Columbia Public Assistance Act of 1982, effective April 6, 1982 (D.C. Law 4-101; D.C. Code, sec. 3-205[(b)].44), and for the non-Federal share of funds necessary to qualify for Federal assistance under the Juvenile Delinquency Prevention and Control Act of 1968, approved July 31, 1968 (82 Stat. 462; Public Law 90-445; 42 U.S.C. 3801 et seq.).

Sec. [109] *108.* No part of any appropriation contained in this Act shall remain available for obligation beyond the current fiscal year unless expressly so provided herein.

Sec. [110] *109.* Not to exceed 4½ per centum of the total of all funds appropriated by this Act for personal compensation may be used to pay the cost of overtime or temporary positions.

Sec. [111] *110.* Appropriations in this Act shall not be available, during the fiscal year ending September 30, [1986] *1987*, for the compensation of any person appointed to a permanent position in the District of Columbia government during any month in which the number of employees exceeds [32,511] *33,355*, the number of positions authorized by this Act.

Sec. [112] *111.* No funds appropriated in this Act for the District of Columbia government for the operation of educational institutions, the compensation of personnel, or for other educational purposes may be used to permit, encourage, facilitate, or further partisan political activities. Nothing herein is intended to prohibit the availability of school buildings for the use of any community or partisan political group during non-school hours.

Sec. [113] *112.* The annual budget for the District of Columbia government for the fiscal year ending September 30, [1987] *1988*, shall be transmitted to the Congress by no later than April 15, [1986] *1987*.

Sec. [114] *113.* None of the funds appropriated in this Act shall be made available to pay the salary of any employee of the District of Columbia government whose name, title, grade, salary, past work experience, and salary history are not available for inspection by the House and Senate Committees on Appropriations, the House Committee on the District of Columbia, the Subcommittee on Governmental Efficiency and the District of Columbia of the Senate Committee on Governmental Affairs and the Council of the District of Columbia or their duly authorized representative.

Sec. [115] *114.* There are appropriated from the applicable funds of the District of Columbia such sums as may be necessary for making payments authorized by the District of Columbia Revenue Recovery Act of 1977, effective September 23, 1977 (D.C. Law 2-20; D.C. Code, sec. 47-421 et seq.).

Sec. [116] *115.* None of the funds contained in this Act shall be made available to pay the salary of any employee of the District of Columbia government whose name and salary are not available for public inspection.

(27) [Sec. 117. No part of this appropriation shall be used for publicity or propaganda purposes or implementation of any policy including boycott designed to support or defeat legislation pending before Congress or any State legislature.]

Sec. [118] *116.* None of the Federal funds provided in this Act shall be used to perform abortions except where the life of the mother would be endangered if the fetus were carried to term; or except for such medical procedures necessary for the victims of rape or incest, when such rape or incest has been reported promptly to a law enforcement agency or public health service. Nor are payments prohibited for drugs or devices to prevent implantation of the fertilized ovum, or for *the* medical procedures necessary for the termination of an ectopic pregnancy.

Sec. [119] *117.* At the start of the fiscal year, the Mayor shall develop an annual plan, by quarter and by project, for capital outlay borrowings: *Provided,* That within a reasonable time after the close of each quarter, the Mayor shall report to the Council of the District of Columbia and the Congress the actual borrowing and spending progress compared with projections.

Sec. [120] *118.* The Mayor shall not borrow any funds for capital projects unless he has obtained prior approval from the Council of the District of Columbia, by resolution, identifying the projects and amounts to be financed with such borrowings.

Sec. [121] *119*. The Mayor shall not expend any moneys borrowed for capital projects for the operating expenses of the District of Columbia government.

(28) [Sec. 122. None of the funds appropriated in this Act may be used for the implementation of a personnel lottery with respect to the hiring of fire fighters or police officers.]

Sec. [123] *120*. None of the funds appropriated by this Act may be obligated or expended by reprogramming except pursuant to advance approval of the reprogramming granted according to the procedure set forth in the Joint Explanatory Statement of the Committee of Conference (House Report No. 96-443) which accompanied the District of Columbia Appropriation Act, 1980, approved October 30, 1979 (93 Stat. 713; Public Law 96-93), as modified in House Report No. 98-265, and in accordance with the Reprogramming Policy Act of 1980, effective September 16, 1980 (D.C. Law 3-100; D.C. Code, sec. 47-361 et seq.).

(29) [Sec. 124. None of the Federal funds provided in this Act shall be obligated or expended to provide a personal cook, chauffeur, or other personal servants to any officer of employee of the District of Columbia.]

Sec. [125] *121*. None of the Federal funds provided in this Act shall be obligated or expended to procure passenger automobiles as defined in the Automobile Fuel Efficiency Act of 1980, approved October 10, 1980 (94 Stat. 1824; Public Law 96-425; 15 U.S.C. 2001(2)), with an Environmental Protection Agency estimated miles per gallon average of less than 22 miles per gallon: *Provided*, That this section shall not apply to security, emergency rescue, or armored vehicles.

Sec. [126] *122*. (a) Notwithstanding section 422(7) of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 790; Public Law 93-198; D.C. Code, sec. 1-242(7)), the City Administrator shall be paid, during any fiscal year, a salary at a rate established by the Mayor, not to exceed the rate established for level IV of the Executive Schedule under 5 U.S.C. 5315.

(b) For purposes of applying any provision of law limiting the availability of funds for payment of salary or pay in any fiscal year, the highest rate of pay established by the Mayor under subsection (a) for any position for any period during the last quarter of calendar year [1985] *1986* shall be deemed to be the rate of pay payable for that position for September 30, [1985] *1986*.

(c) Notwithstanding section 4(a) of the District of Columbia Redevelopment Act of 1945, approved August 2, 1946 (60 Stat. 793; Public Law 79-592; D.C. Code, sec. 5-803(a)), the Board of Directors of the District of Columbia Redevelopment Land Agency shall be paid, during any fiscal year, a per diem compensation at a rate established by the Mayor.

Sec. [127] *123*. Notwithstanding any other provisions of law, the provisions of the District of Columbia Government Comprehensive Merit Personnel Act of 1978, effective March 3, 1979 (D.C. Law 2-139; D.C. Code, sec. 1-601.1 et seq.), enacted pursuant to section 422(3) of the District of Columbia Self-Government and Governmental Reorganization Act , approved December 24, 1973 (87 Stat. 790; Public Law 93-198; D.C. Code, sec. 1-242(3)), shall apply with respect to the compensation of District of Columbia employees: *Provided*, That for pay purposes, employees of the District of Columbia government shall not be subject to the provisions of title 5 of the United States Code.

(30) [Sec. 128. None of the funds appropriated by this Act may be used to transport any output of the municipal waste system of the District of Columbia for disposal at any public or private landfill located in any State, excepting currently utilized landfills in Maryland and Virginia, until the appropriate State agency has issued the required permits.]

Sec. [129] *124*. The Director of the Department of Administrative Services may pay rentals and repair, alter, and improve rented premises, without regard to the provisions of section 322 of the Economy Act of 1932 (Public Law 72-212; 40 U.S.C. 278a), upon a determination by the Director, that by reason of circumstances set forth in such determination, the payment of these rents and the execution of this work, without reference to the limitations of section 322, is advantageous to the District in terms of economy, efficiency and the District's best interest.

(31) [Sec. 130. The Public Service Commission is hereby authorized to order and to approve the deregulation of streetlighting service to the District of Columbia as provided in its opinion and order in Formal Case No. 813, dated July 12, 1984 (Order No. 8056), notwithstanding the provisions of section 493(a) of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 811; Public Law 93-198; D.C. Code, sec. 43-402), section 8, paragraph 2 of an Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and fourteen, and for other purposes, approved March 4, 1913 (37 Stat. 977; Public Law 67-435; D.C. Code, sec. 43-501), and section 1 of an Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred, and for other purposes, approved March 3, 1899 (30 Stat. 1053; D.C. Code, sec. 43-1207): *Provided*, That the provisions of this opinion and order regarding deregulation of streetlighting service are hereby ratified and declared to be in effect as of July 12, 1984, and shall continue to be in effect until revoked or rescinded.]

(32) [Sec. 131. (a) No State, or political subdivision thereof, in which a Member of Congress maintains a place of abode for purposes of attending sessions of Congress may impose a personal property tax with respect to any motor vehicle owned by such Member (or by the spouse of such Member) unless such Member represents such State or a district in such State.

(b) For purposes of this section—

(1) the term "Member of Congress" includes the delegates from the District of Columbia, Guam, and the Virgin Islands, and the Resident Commissioner from Puerto Rico;

(2) the term "State" includes the District of Columbia; and

(3) the term "personal property tax" means any tax imposed on an annual basis and levied on, with respect to, or measured by, the market value or assessed value of an item of personal property.

(c) This section shall apply to all taxable periods beginning on or after January 1, 1985.]

(33) [Sec. 132. The portion of 15th Street, Southwest, Washington, District of Columbia, located between Maine and Independence Avenues shall hereafter be known and designated as "Raoul Wallenberg Place". Any law, regulation, map, document, or other record of the United States and the District of Columbia which refers to that portion of such street shall be deemed to refer to "Raoul Wallenberg Place".]

(34) Sec. [133] *125.* No later than [60] *30* days after the [beginning of] *end of the first quarter of* fiscal year [1986] *1987,* the Mayor of the District of Columbia shall submit to the Council of the District of Columbia [an official revised] *the new fiscal year 1987* revenue estimate [and shall use this estimate or a more recent revised revenue estimate in fiscal year 1987 annual budget request] *as of the end of the first quarter of fiscal year 1987. These estimates shall be used in the fiscal year 1988 annual budget request. The officially revised estimates at midyear shall be used for the midyear report.*

(35) [Sec. 134. None of the funds appropriated under this Act may be used to advertise for or award, retain or otherwise obligate payment for contracted professional services as contained in object class 408 of the fiscal year 1986 operating budget for the District of Columbia agencies at any level which would directly or indirectly exceed the level of expenditure or obligation for such services for fiscal year 1985, or the sum of twenty-one-million, seven hundred-eighty thousand dollars ($21,780 000), whichever is lesser.]

(36) Sec. [135] *126.* [(a) There are authorized to be expended from amounts otherwise available to the District of Columbia government (including amounts appropriated by this Act or revenues otherwise available, or both) such sums as may be necessary to finance the District's participation in a student loan revenue bond program. Sums authorized to be expended by this section shall remain available without limitation as to fiscal year until such student loan revenue bonds have been paid or payments have been provided for.]

[(b)] Section 466(b) of the District of Columbia Self-Government and Governmental Reorganization Act [(D.C. Code, sec. 47-246)], *approved December 24, 1973 (87 Stat. 806; Public Law 93-198; D.C. Code, sec. 47-326),* is amended by striking out "sold before October 1, [1985] *1986*" and inserting [in lieu thereof] "sold before October 1, [1986] *1987*" *in its place.*

(37) [Sec. 136 (a) Waiver.—Section 602(c)(1) of the District of Columbia Self-Government and Governmental Reorganization Act shall not apply to certain acts of the District of Columbia described in subsection (c) authorizing the issuance, sale, and delivery of revenue bonds.

(b) Effective Date of Acts.—Notwithstanding section 404(e) of the District of Columbia Self-Government and Governmental Reorganization Act and any provision in any District of Columbia act described in subsection (c), the District of Columbia Acts described in subsection (c) shall take effect on the date of enactment of this Act.

(c) Certain Acts of the District of Columbia Authorizing the Issuance of Revenue Bonds.—The District of Columbia acts authorizing the issuance, sale and delivery of revenue bonds referred to in subsections (a) and (b) are as follows:

(1) The Georgetown University Higher Education Facilities Revenue Bond Act of 1985, District of Columbia act 6-101, transmitted to the Speaker of the House and the President of the Senate November 7, 1985.

(2) The Sibley Memorial Hospital Revenue Bond Act of 1985, District of Columbia act 6-94, transmitted to the Speaker of the House and the President of the Senate October 23, 1985.

(3) The Forrest Marbury House Project Revenue Bond Act of 1985, District of Columbia bill 6-316, referred to the Committee on Finance and Revenue of the District of Columbia Council on November 15, 1985.

(4) The American University Revenue Bond Act of 1985 (Series A), District of Columbia bill 6-324, referred to the Committee on Finance Revenue of the District of Columbia Council on November 15, 1985.

(5) The George Washington University Revenue Bond Act of 1985 (Series A), District of Columbia bill 6-344, referred to the Committee on Finance and Revenue of the District of Columbia Council on November 27, 1985.]

This Act may be cited as the "District of Columbia Appropriation Act, [1986"] ***1987".***

EXPLANATION OF LANGUAGE CHANGES

CODE

Federal Payment to the District of Columbia:

Deletes 1. [: Provided, That none of these funds shall be made available to the District of Columbia until the number of full-time uniformed officers in permanent positions in the Metropolitan Police Department is at least 3,880, excluding any such officer appointed after August 19, 1982, under qualification standards other than those in effect on such date].

Explanation: The District has reached the average authorized uniform strength level of 3,880, therefore the language is no longer necessary.

Deletes 2. [Criminal Justice Initiative]

[For a Federal contribution to the District of Columbia, $13,860,000, of which $10,000,000 shall be for the design and construction of a prison facility within the District of Columbia and shall remain available until expended, together with $20,000,000 which shall become available on October, 1, 1986, and shall remain available until expended: Provided, that the $30,000,000 for the prison project shall not be available and shall not be obligated until the Subcommittees on District of Columbia Appropriations of the House and Senate have approved a plan submitted by the Mayor and City Council which includes the design, size, security level, cost and location of the proposed prison: Provided further, That funds for fiscal year 1986 shall be available for planning and designing the prison project: Provided further, That funds for fiscal year 1986 shall be available to meet emergency needs related to the Department of Corrections as certified by the Mayor to the House and Senate Subcommittees on District of Columbia Appropriations: Provided further, That the $30,000,000 for the prison project shall remain in the United States Treasury and shall be transferred to the District of Columbia government only to the extent that outstanding obligations become due and payable.]

Explanation: This language related to the Fiscal Year 1986 budget. The President's Fiscal Year 1987 budget does not include Federal funding for the Criminal Justice Initiative.

Deletes 3. [Student Dropout Prevention Initiative]

[For a Federal contribution to the District of Columbia, $150,000.]

CODE

Explanation: Relates to Fiscal Year 1986 only. The President's Fiscal Year 1987 budget does not include Federal funding for the Student Dropout Prevention Initiative.

Deletes 4. [Job Training Initiative]

[For a Federal contribution to the District of Columbia, $500,000.]

Explanation: Relates to Fiscal Year 1986 only. The President's Fiscal Year 1987 budget does not include Federal funding for the Job Training Initiative.

Deletes 5. [Court Study]

[For a Federal contribution to the District of Columbia, $100,000.]

Explanation: Relates to Fiscal Year 1986 only. The President's Fiscal Year 1987 budget does not include Federal funding for the Court Study.

Economic Development and Regulation:

New 6. including $2,000,000 for non-recurring resources for financing pay-as-you-go capital projects of the Department of Housing and Community Development:

Explanation: Provides $2,000,000 in one time financing for Capital Project 072 - repairs and renovations to public housing facilities. This will provide the necessary financing to make needed repairs and improvements to public housing facilities during FY 1987.

Deletes 7. [:Provided further, That the Director of the Department of Housing and Community Development shall report every six months to the Council of the District of Columbia on collections of rent from public housing stock].

Explanation: Relates to Fiscal Year 1986 only.

Public Safety and Justice:

Deletes 8. [Of which $3,339,000 shall be payable from the revenue sharing trust fund]

Explanation: Revenue sharing funds are not available to state and local governments in Fiscal Year 1987.

CODE

Deletes 9. [Provided further, That notwithstanding any other provision of law, in the case of each employee who retired from the Fire Department of the District of Columbia before February 15, 1980, and who is receiving on the date of the enactment of this Act an annuity based on service in the Fire Department, the District of Columbia Retirement Board shall cause to be paid not later than September 30, 1985, to each such employee a lump sum payment equal to three percent of his or her annuity:]

Explanation: Relates to Fiscal Year 1986 only. Language authorized the payment of the bonus to retired fire fighters.

New 10. Provided further, That no District of Columbia Law Revision Commission position shall be funded at a level greater than DS-14, step 1:

Explanation: Sets a ceiling for the salary level of the staff of the Law Revision Commission.

Technical 11. Provided further, That D.C. Code, sec. 11-1732(d), is amended by striking out ["1985"] "1986" and inserting in lieu thereof "1987".

Explanation: Extends the provision for the use of hearing Commissioners in the Superior Court during Fiscal Year 1987.

Deletes 12. [:Provided further, That not to exceed $50,000 of this appropriation shall be used to reimburse Fairfax County, Virginia, for expenses incurred by the County during fiscal year 1986 in relation to the Lorton prison complex. Such reimbursement shall be paid in all instances in which the District requests that the County provide police, fire, rescue, and related services to help deal with escapes, riots, and similar disturbances involving the prison. The District shall make a quarterly report to the House and Senate Subcommittees on District of Columbia Appropriations regarding the amount and purpose of reimbursements made to the County, and the amount of the authorization remaining for such reimbursements].

Explanation: Relates to Fiscal Year 1986 only.

Public Education System:

Deletes 13. [Of which $6,000,000 shall be payable from the revenue sharing trust fund,]

Explanation: Revenue sharing funds are no longer available to state and local governments in Fiscal Year 1987.

CODE

New 14. including $8,000,000 of the $393,806,000 for non-recurring resources for financing pay-as-you-go capital projects of the public schools of the District of Columbia;

Explanation: To finance on a one time basis $8,000,000 for repairs and improvements to school facilities during FY 1987. This will finance Capital Project S-78, Maintenance Improvements to various schools.

New 15. :Provided further, That of the amount made available to the University of the District of Columbia, $1,300,000 shall be used solely for the operation of the Antioch School of Law: Provided further, That acquisition or merger of the Antioch School of Law shall have been previously approved by both the Board of Trustees of the University of the District of Columbia and the Council of the District of Columbia, and that the Council shall have issued its approval by resolution: Provided further, That if the Council of the District of Columbia or the Board of Trustees of the University of the District of Columbia fails to approve the acquisition or merger of the Antioch Law School, the $1,300,000 shall be used solely for the repayment of the general fund deficit.

Explanation: Provides for the acquisition or the merger of the Antioch School of Law by the University of the District of Columbia based on approval by both the University Board of Trustees and the Council of the District of Columbia. The language also provides that if either the University or the Council disapproves the acquisition or merger, the $1,300,000 will be used solely for the repayment of the general fund deficit.

Human Support Services:

Deletes 16. [of which $5,857,000 shall be payable from the revenue sharing trust fund]

Explanation: Revenue sharing funds are no longer available to state and local governments in Fiscal Year 1987.

New 17. including $298,000 for non-recurring resources for financing pay-as-you-go capital projects of the Department of Human Services:

Explanation: To finance the balance of the funding needed to make major roof repairs and replacements to the Department of Human Services' facilities.

CODE

Public Works:

Deletes 18. [$2,500,000 shall be payable from the revenue sharing trust fund and]

Explanation: Revenue sharing funds are no longer available to state and local governments in Fiscal Year 1987.

Deletes 19. Provided, That this appropriation shall not be available for collecting ashes or miscellaneous refuse from hotels and places of business [or from apartment houses with four or more apartments, or from any building or connected group of buildings operating as a rooming or boarding house as defined in the housing regulations of the District of Columbia].

Explanation: Deletes the provision prohibiting the collection of refuse and ashes from apartments with four or more apartments or rooming and boarding houses as these tax payers should have the same rights as single family homeowners.

Repayment of General Fund Deficit:

Technical 20. For the purposes of [eliminating the cash portion of the $269,860,000 general fund accumulated deficit as of September 30, 1984, $20,000,000 of which not less than $15,000,000 shall be funded and apportioned by the Mayor from amounts otherwise available to the District of Columbia government (including amounts appropriated by this Act or revenues otherwise available, or both)] reducing the general fund accumulated deficit, $8,675,000.

Explanation: Updated to reflect the amount budgeted in Fiscal Year 1987 for the repayment of the general fund deficit.

Capital Outlay:

New 21. Provided further, That $10,298,000 of the $310,551,000, shall be financed from general fund operating revenues to be allocated as follows: $8,000,000 for pay-as-you-go capital projects for Public Schools of the District of Columbia; $2,000,000 for pay-as-you-go capital projects for the Department of Housing and Community Development; and $298,000 in pay-as-you-go capital projects for the Department of Human Services:

Explanation: Authorizes the financing of pay-as-you-go capital projects in the Public Schools, Department of Housing and Community Development and the Department of Human Resources with general fund revenues.

CODE

New 22. Provided further, That $11,217,800 of the $310,551,000, shall be available to the Board of Education of the District of Columbia for the construction of new roofs for various school buildings, school safety, and building improvements' projects, with $8,413,350 of these funds available for construction, $1,682,670 available for architectural design, and $1,121,780 available for project management:

Explanation: Specifies the amount of capital authority the Board of Education must use for new roofs, school safety and building improvements' projects.

New 23. Provided further, That notwithstanding the last sentence of section 405(b) of the District of Columbia Public Postsecondary Education Reorganization Act, approved October 26, 1974 (88 Stat. 1423; D.C. Code, sec. 31-1535(b)), the Board of Education of the District of Columbia may procure contracts for its pay-as-you-go capital projects, for the construction of new roofs for various schools buildings, for school safety, and for building improvements' projects:

Explanation: Provides contracting authority to the Board of Education for the pay-as-you-go capital projects and constructing new roofs, school safety and building improvements' projects.

Technical 24. Provided further, That all such funds shall be available only for the specific projects and purposes intended: Provided further, That notwithstanding the foregoing, all authorizations for capital outlay projects, except those projects covered by the first sentence of section 23(a) of the Federal-Aid Highway Act of 1968, approved August 23, 1968 (82 Stat. 827; Public Law 90-495; D.C. Code, sec. 7-134, note), for which funds are provided by this appropriation title, shall expire on September 30, [1987] 1988, except authorizations for projects as to which funds have been obligated in whole or [in] part to September 30, [1987] 1988:

Explanation: Updated to reflect the expiration date of capital projects approved in Fiscal Year 1987 which are not obligated within a two year period.

General Provisions:

Deletes 25. Sec. 103. Whenever in this Act an amount is specified within an appropriation for particular purposes or objects of expenditure, such amount, unless otherwise specified,

CODE

shall be considered as the maximum amount which may be expended for said purpose or object rather than an amount set apart exclusively therefor [, except for those funds and programs for the Metropolitan Police Department under the heading "Public Safety and Justice" which shall be considered as the amounts set apart exclusively for and shall be expended solely by that Department; and the appropriation under the heading "Repayment of General Fund Deficit" which shall be considered as the amount set apart exclusively for and shall be expended solely for that purpose].

Explanation: Deletes provision setting aside exclusive use of funds for the Police Department and the repayment of the general fund deficit as it relates to Fiscal Year 1986 only.

Deletes 26. [Sec. 106. Appropriations in this Act shall not be used for or in connection with the preparation, issuance, publication, or enforcement of any regulation or order of the Public Service Commission requiring the installation of meters in taxicabs, or for or in connection with the licensing of any vehicle to be operated as a taxicab except for operation in accordance with such system of uniform zones and rates and regulations applicable thereto as shall have been prescribed by the Public Service Commission.]

Explanation: Deletes provision restricting the installation of meters in taxicabs because the authority to regulate taxicabs rests with the Public Service Commission.

Deletes 27. [Sec. 117. No part of this appropriation shall be used for publicity or propaganda purposes or implementation of any policy including boycott designed to support or defeat legislation pending before Congress or any State legislature.]

Explanation: Deletes provision restricting use of appropriated funding for lobbying efforts by the District of Columbia as it would prohibit the District from supporting legislation having a direct bearing on the District government such as the voting rights amendment now pending ratification by the States.

Deletes 28. [Sec. 122. None of the funds appropriated in this Act may be used for the implementation of a personnel lottery with respect to the hiring of fire fighters or police officers.]

Explanation: Deletes provision relating to the implementation of a personnel lottery for hiring fire fighters or police officers as it is no longer relevant. There is no longer a need to hire a large number of police officers and fire fighters.

CODE

Deletes 29. [Sec. 124. None of the Federal funds provided in this Act shall be obligated or expended to provide a personal cook, chauffeur, or other personal servants to any officer or employee of the District of Columbia.]

Explanation: Deletes provision prohibiting the use of Federal funds for personal cook, chauffeur, or other personal servants because the District's authority to use Federal funds should be consistent with that of other States.

Deletes 30. [Sec. 128. None of the funds appropriated by this Act may be used to transport any output of the municipal waste system of the District of Columbia for disposal at any public or private landfill located in any State, excepting currently utilized landfills in Maryland and Virginia, until the appropriate State agency has issued the required permits.]

Explanation: Deletes provision of use of appropriated funds to transport waste outside of currently used landfills until appropriate State agency has issued permits as it relates to the Fiscal Year 1986 budget only.

Deletes 31. [Sec. 130 The Public Service Commission is hereby authorized to order and to approve the deregulation of streetlighting service to the District of Columbia as provided in its opinion and order in Formal Case No 813, dated July 12, 1984 (Order No. 8056), notwithstanding the provisions of section 493(a) of the District of Columbia Self-Government and Governmental Reorganization Act, approved December 24, 1973 (87 Stat. 811; Public Law 93-198; D. C. Code, sec. 43-402), section 8, paragraph 2 of an Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and fourteen, and for other purposes, approved March 4, 1913 (37 Stat. 977; Public Law 67-435; D. C. Code, sec. 43-501), and section 1 of an Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred, and for other purposes, approved March 3, 1899 (30 Stat. 1053; D. C. Code, sec. 43-1207): Provided, That the provisions of this opinion and order regarding deregulation of streetlighting service are hereby ratified and declared to be in effect as of July 12, 1984, and shall continue to be in effect until revoked or rescinded.]

Explanation: Deletes provision authorizing the Public Service Commission to approve the deregulation of streetlighting services to the District as this permanent legislation.

CODE

Deletes 32. [Sec. 131.(a) No State, or political subdivision thereof, in which a Member of Congress maintains a place of abode for purposes of attending sessions of Congress may impose a personal property tax with respect to any motor vehicle owned by such a Member (or by the spouse of such Member) unless such Member represents such State or a district in such State.

(b) For purposes of this section-

(1) the term "Member of Congress" includes the delegates from the District of Columbia, Guam, and the Virgin Islands, and the Resident Commissioner from Puerto Rico;

(2) the term "State" includes the District of Columbia; and

(3) the term "personal property tax" means any tax imposed on an annual basis and levied on, with respect to, or measured by, the market value or assessed value of an item of personal property.

(c) This section shall apply to all taxable periods beginning on or after January 1, 1985.]

Explanation: Deletes this provision as it relates to the Congress and has absolutely nothing to do with the District of Columbia government.

Deletes 33. [Sec. 132. The portion of 15th Street, Southwest, Washington, District of Columbia, located between Maine and Independence Avenues shall hereafter be known and designated as "Raoul Wallenberg Place". Any law, regulation, map, document, or other record of the United States and the District of Columbia which refers to that portion of such street shall be deemed to refer to "Raoul Wallenberg Place".]

Explanation: Deletes this provision as the designation of the portion of 15th Street, Southwest, located between Maine and Independence Avenues as "Raoul Wallenberg Place" has been accomplished.

Technical 34. Sec. [133] 125. No later than [60] 30 days after the [beginning of] end of the first quarter of fiscal year [1986] 1987, the Mayor of the District of Columbia shall submit to the Council of the District of Columbia [an official revised] the new fiscal year 1987 revenue estimate [and shall use this estimate or a more recent revised revenue estimate in fiscal year 1987 annual budget request] as of the end of the first quarter of fiscal year 1987. These estimates shall be used in the fiscal year 1988 annual budget request. The officially revised estimates at midyear shall be used for the midyear report.

CODE

Explanation: Modifies the provision to require the Mayor to send the revised FY 1987 revenues to the Council 30 days after the end of the first quarter of FY 1987 instead of 60 days after the beginning of the fiscal year. This will allow the analysis of the impact of the Thanksgiving and Christmas holidays on the current year revenues.

Deletes 35. [Sec. 134. None of the funds appropriated under this Act may be used to advertise for or award, retain or otherwise obligate payment for contracted professional services as contained in object class 408 of the fiscal year 1986 operating budget for the District of Columbia agencies at any level which would directly or indirectly exceed the level of expenditure or obligation for such services for fiscal year 1985, or the sum of twenty-one-million, seven hundred-eighty thousands dollars ($21,780,000), whichever is lesser.]

Explanation: Deleted as this provision relates to Fiscal Year 1986 only.

Technical 36. Sec. [135] 126. [(a) There are authorized to be expended from amounts otherwise available to the District of Columbia government (including amounts appropriated by this Act or revenues otherwise available, or both) such sums as may be necessary to finance the District's participation in a student loan revenue bond program. Sums authorized to be expended by this section shall remain available without limitation as to fiscal year until such student loan revenue bonds have been paid or payments have been provided for.]

[(b)] Section 466 (b) of the District of Columbia Self-Government and Governmental Reorganization Act [(D. C. Code, sec. 47-246)], approved December 24, 1973 (87 Stat. 806; Public Law 93-198; D. C. Code, sec. 47-326), is amended by striking out "sold before October 1, [1985] 1986" and inserting [in lieu thereof] "sold before October 1, [1986] 1987" in its place.

Explanation: Deleted as it relates to Fiscal Year 1986 only.

Deletes 37. [Sec. 136 (a) Waiver. -Section 602(c)(1) of the District of Columbia Self-Government and Governmental Reorganization Act shall not apply to certain acts of the District of Columbia described in subsection (c) authorizing the issuance, sale, and delivery of revenue bonds.

CODE

(b) Effective Date of Acts. -Notwithstanding section 404(e) of the District of Columbia Self-Governmental and Governmental Reorganization Act and any provision in any District of Columbia act described in subsection (c), the District of Columbia Acts described in subsection (c) shall take effect on the date of enactment of this Act.

(c) Certain Acts of the District of Columbia Authorizing the Issuance of Revenue Bonds. -The District of Columbia acts authorizing the issuance, sale and delivery of revenue bonds referred to in subsections (a) and (b) are as follows:

(1) The Georgetown University Higher Education Facilities Revenue Bond Act of 1985, District of Columbia act 6-101, transmitted to the Speaker of the House and the President of the Senate November 7, 1985.

(2) The Sibley Memorial Hospital Revenue Bond Act of 1985, District of Columbia act 6-94, transmitted to the Speaker of the House and the President of the Senate October 23, 1985.

(3) The Forrest Marbury House Project Revenue Bond Act of 1985, District of Columbia bill 6-316, referred to the Committee on Finance and Revenue of the District of Columbia Council on November 15, 1985.

(4) The American University Revenue Bond Act of 1985 (Series A), District of Columbia bill 6-324, referred to the Committee on Finance and Revenue of the District of Columbia Council on November 15, 1985.

(5) The George Washington University Revenue Bond Act of 1985 (Series A), District of Columbia bill 6-344, referred to the Committee on Finance and Revenue of the District of Columbia Council on November 27, 1985.]

Explanation: Relates to Fiscal Year 1986 only.

Mr. DIXON. Thank you very much for your testimony, Ms. Marshall. The committee will now adjourn until 1:30 tomorrow afternoon, at which time we will take up the budget for the University of the District of Columbia followed by testimony of outside witnesses. And let me indicate that I think we will probably adjourn about 3:30 tomorrow afternoon. Mr. Coughlin, if you are available, we could move up the time.

Mr. COUGHLIN. That is fine.

Mr. DIXON. We will convene at 1:00 o'clock tomorrow, and then we will go as far as we can until about 3:30. The Committee is adjourned.

STATEMENT OF RICHARD MAULSBY, EXECUTIVE DIRECTOR OFFICE OF CABLE TELEVISION ON THE FY 1987 CABLE OFFICE BUDGET BEFORE THE COMMITTEE ON APPROPRIATIONS U.S. HOUSE OF REPRESENTATIVES DISTRICT OF COLUMBIA SUBCOMMITTEE

The FY 1987 budget request for the Office of Cable Television is based on our projection of the amount of franchise fees we will receive from District Cablevision Limited Partnership (DCLP) during the current fiscal year. At this time we anticipate that that revenue will total $250,000. Thus, in keeping with the Council and Executive Branch's policy of making cable system oversight pay its own way, our 1987 budget request is for $250,000 and four authorized continuing positions, no increase from FY 1986.

The personal services request is $148,000 a change of $12,000 The $12,000 is funding redirected from contractual services to fund the FY 1987 pay adjustments of $9,000 and within-grade increases of $3,000. The non-personal services request is $102,000, a reduction of $12,000 from FY 1986. Funding from this category has been redirected to personal services. Through redirections $10,000 is requested for supplies and materials. The amount of $6,000 is requested for communications, a change of $1,000 from FY 1986 because of an increase in access and line charges. Funding of $15,000 is requested for building rent, no change from FY 1986. The contractual services request is $59,000 a change of $13,000 from FY 1986. Redirections from this category are possible because of the lessened need for legal assistance. Funding of $12,000 is requested for equipment, no change from FY 1986.

From a programmatic point of view the budgetary resources of the office will be directed largely toward monitoring franchise agreement enforcement and producing programming on our municipal channel. In regard to the latter, we plan to retain two production assistants on a part-time contractual basis and also enter into a work-study agreement with the television departments at Howard University and the University of the District of Columbia. Upper classmen and women will receive course credit in exchange for working on the cable office's televising of City Council legislative sessions, Mayoral events, and programs about the services of District government agencies. We are particularly enthusiatic about the potential of the municipal channel and will continue to devote as many of our resources as possible to effectively utilizing this new government resource for informing District citizens about the activities of their government.

Cable construction in the District will begin on May 22 and first service will be available to subscribers in early September, 1986.

THURSDAY, MAY 22, 1986.

UNIVERSITY OF THE DISTRICT OF COLUMBIA

WITNESSES

CLAUDE A. FORD, ACTING PRESIDENT

JOYCE PAYNE, CHAIRPERSON, BOARD OF TRUSTEES

DANIEL FIVEL, CHAIRMAN, FINANCE AND AUDIT COMMITTEE, BOARD OF DIRECTORS

JAMES McIVER, ACTING BUDGET DIRECTOR

LOUIS STONE, ASSISTANT BUDGET DIRECTOR

ARTHUR DANNER, ACTING VICE PRESIDENT FOR FINANCE

EMANUEL D. CHAPMAN, VICE PRESIDENT, FACULTY UNION

SAMUEL SULLIVAN, VICE PRESIDENT OF ACADEMIC AFFAIRS

PETER HARTJENS, SPECIAL ASSISTANT TO THE PRESIDENT

MRS. WILHELMINA MARSHALL, DIRECTOR, LEGISLATIVE AFFAIRS, OFFICE OF THE BUDGET

OFFICE OF CABLE TELEVISION

THIS AGENCY WAS NOT REQUESTED TO PRESENT ORAL TESTIMONY.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code ENTERPRISE (421)

AGENCY: Name & Code OFFICE OF CABLE TELEVISION (CT)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation			4	241	4	250	4	250	...	...
	Federal Funds			...	...	...	...	...	...	...	...
	Private & Other Funds			...	55	...	250	...	250	...	...
	SUBTOTAL EXPENDITURES			4	296	4	500	4	500	...	...
	Intra-District Sales			...	...	...	...	...	...	...	...
	TOTAL EXPENDITURES			4	296	4	500	4	500	...	...
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment			4		4		4		...	
	Average CFT Salary			30		31		34		+3	
	Average All Other Employment			...		...		...		...	
	Total Full-Time Equivalent (FTE) Employment			4		4		4		...	
	Overtime & Other Pay – Full Time Equivalent (FTE)			...		...		...		...	
	Average Full-Time Equivalent Salary			30		31		34		+3	
CAPITAL BUDGET AUTHORITY*	Appropriation										
	Grants & Other										
	TOTAL CAPITAL AUTHORITY										

AGENCY OVERVIEW

The Office of Cable Television, established by D.C. Law 4-142, the Cable Television Communications Act of 1981, oversees the day-to-day construction and operation of the District's cable system. The primary responsibilities of the office are to protect and promote the public interest and assure that the policies and provisions of the cable television laws are properly executed; issue rules that protect subscribers' privacy rights; monitor franchisee compliance with the provisions of the cable television laws and the franchise agreement; coordinate and manage the use of municipal channels; resolve disagreements between the franchisee and subscribers, public users, or private users and order adjustments if the franchisee has not satisfactorily responded to complaints; ensure that the franchisee provides services in response to all reasonable requests and uniform access to the cable system to avoid economic discrimination; encourage a wide range of individuals, groups, and organizations to use the public access channels; educate the public on the uses and benefits of cable television; periodically evaluate the system and make recommendations to the District Council regarding changes in the law and franchise agreement; and submit an annual report to the District Council.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $250,000 and four continuing full-time positions, no increase from FY 1986.

The personal services request is $148,000, an increase of $12,000 and no change in full-time equivalent employees. The $12,000 is redirected from contractual services to fund the FY 1987 pay adjustment of $9,000 and within-grade increases of $3,000.

O811/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2A

FUND: Name & Code ENTERPRISE (421)

AGENCY: Name & Code OFFICE OF CABLE TELEVISION (CT)

The nonpersonal services request is $102,000, a decrease of $12,000 from FY 1986. Funding of $12,000 has been redirected to personal services. An increase of $1,000 is redirected to communication in order to offset the additional costs for access and line charges. The contractual services category is decreased by $13,000. Redirections from this category are possible due to a reduction in the legal requirements for negotiating and modifying the cable franchise agreement. Budget amounts include: $10,000 for supplies and materials; $6,000 for communications; $15,000 for building rent; $59,000 for other services; and $12,000 for equipment.

Nonappropriated Budget Request

The agency's estimated nonappropriated budget is $250,000 and no change in funds or full-time equivalent employees. Funds will be collected from District Cablevision Limited Partnership to reimburse the General Fund for expenses incurred during the franchising process.

Please refer to the Financial Plan in Chapter VI of the FY 1987 Operating Budget.

PROGRAM IMPACTS

The FY 1987 request for appropriated funding will provide the Office of Cable Television with the resources to monitor the construction and initial activation of the cable television system and enforce the cable cperator's compliance with the cable law and franchise agreement. The funds also will enable the agency to begin the production and purchase of materials necessary to program the District's two municipal channels and establish training seminars for District personnel who will use the municipal cable facilities.

PROGRAM PERFORMANCE DATA

Measure	FY 1984	FY 1985	FY 1986	FY 1987
Public Relations campaigns	...	24	24	24
Annual Reports	...	1	1	1
System progress evaluations	...	4	4	4
Municipal Working Group	...	...	12	24

These basic program measures provide the most accurate gauge of the Office of Cable Television's overall performance. The public relations campaign is an instrument designed to inform District residents about the many services and costs associated with the arrival of cable television in the District. The program also is designed to answer inquiries about construction, jobs, availability of service, public access, privacy, and any other related questions about the development of cable television in the District.

The annual report to the Mayor and the Council contains information concerning the financial state of the cable operator, the franchise fees paid to the District, the status of cable construction, the number of subscribers, the cable operator's compliance with the District of Columbia's cable law and the franchise agreement, recommendations for any needed revisions in the cable law and the franchise agreement, a review of any plans submitted by the cable operator for developing new services, and a report on the activities of the Public Access Corporation. This corporation is responsible for the management, programming, and marketing of the District's four access channels.

System progress evaluations are quarterly reports that focus primarily on the system's construction. Construction of the system is scheduled to begin in late March 1986; first service to 10,000 homes will be available in September 1986. It is projected that 100% of the District's occupied dwelling units will have cable service available within five years after construction begins.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND: Name & Code ENTERPRISE (421)

AGENCY: Name & Code OFFICE OF CABLE TELEVISION (CT)

CONTROL CENTER		FY 1985–FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
Code	Name	FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986–FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra-District Sales			
		CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
10	Office of Cable Television	4	241	4	250	4	250	...	...			...	250			4	500
	TOTAL AGENCY	4	241	4	250	4	250	...	...			...	250			4	500
OBJECT CLASS DETAIL																	
11	Regular Pay	133		124		135		+11								135	
12	Other Regular Pay	12		...		...		...								...	
13	Additional Gross Pay	5		...		...		...								...	
14	Fringe Benefits	13		12		13		+1								13	
	TOTAL PERSONAL SERVICES	163		136		148		+12								148	
20	Supplies	1		10		10		...				...				10	
30a	Energy	...		...		...		...				...				...	
30b	Communications	6		5		6		+1				...				6	
30c	Building Rent	15		15		15		...				...				15	
40	Other Services & Charges	41		72		59		-13				...				59	
50	Subsidies & Transfers	...		...		...		...				250				250	
60	Land & Buildings	...		...		...		...				...				...	
70	Equipment & Equipment Rental	15		12		12		...				...				12	
	TOTAL NONPERSONAL SERVICES	78		114		102		-12				250				352	
	TOTAL AGENCY	241		250		250		...				250				500	
PERSONNEL SUMMARY																	
	Average CFT Employment	4		4		4		...								4	
	Average CFT Salary	33		31		34		+3								34	
	Average All Other Employment	...		...		...		...								...	
	Total FTE Employment	4		4		4		...								4	
	Overtime & Other Pay FTE Employment	...		...		...		...								...	
	Average FTE Salary	38		31		34		+3								34	

OB11/85.1

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: ENTERPRISE (421) Name & Code

AGENCY: OFFICE OF CABLE TELEVISION (CT) Name & Code

CONTROL CENTER: OFFICE OF CABLE TELEVISION (10) Name & Code

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1000		OFFICE OF CABLE TELEVISION														
		Redirections														
	1.1	Redirection-out from Other Services and Charges for within-grade increases	40	...	72			...	-3						...	-3
	1.2	Redirection-in to Regular Pay for within-grade increases	11	...	...			...	+3						...	+3
	2.1	Redirection-out from Other Services and Charges for FY 1987 pay adjustment	40	...	72			...	-9						...	-9
	2.2	Redirection-in to Regular Pay for FY 1987 pay adjustment	11	...	...			...	+8						...	+8
	2.3	Redirection-in to Fringe Benefits for FY 1987 pay adjustment	14	...	...			...	+1						...	+1
	3.1	Redirection-out from Other Services and Charges for Communications	40	...	72			...	-1						...	-1
	3.2	Redirection-in to Communications	30	...	5			...	+1						...	+1
		TOTAL CONTROL CENTER						...	...						...	...

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY EXPENDITURE SUMMARY & BUDGET JUSTIFICATION 2

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

		FY 1984 Actual Expenditures		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986-FY 1987 Net Change (+/-)	
		Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount	Positions	Amount
EXPENDITURES BY FUNDING TYPE	Appropriation	1,365	60,842	1,365	64,933	1,365	67,715	1,365	69,015	...	+1,300
	Federal Funds	106	6,431	90	5,785	96	5,974	96	6,128	...	+154
	Private & Other Funds	38	11,374	41	11,408	55	9,693	55	10,701	...	+1,008
	SUBTOTAL EXPENDITURES	1,509	78,647	1,496	82,126	1,516	83,382	1,516	85,844	...	+2,462
	Intra-District Sales	17	1,267	17	1,619	24	1,544	24	1,344	...	-200
	TOTAL EXPENDITURES	1,526	79,914	1,513	83,745	1,540	84,926	1,540	87,188	...	+2,262
PERSONNEL SUMMARY (All Funding Sources)	Average CFT Employment	1,401		1,223		1,331		1,325		-6	
	Average CFT Salary	28		31		32		33		+1	
	Average All Other Employment	1,384		1,056		901		901		...	
	Total Full-Time Equivalent (FTE) Employment	1,806		1,752		1,728		1,722		-6	
	Overtime & Other Pay – Full Time Equivalent (FTE)	24		64		9		9		...	
	Average Full-Time Equivalent Salary	27		27		28		29		+1	
CAPITAL BUDGET AUTHORITY*	Appropriation	1,023		1,237		25,446		4,781		-20,665	
	Grants & Other	...		...		...		...		...	
	TOTAL CAPITAL AUTHORITY	1,023		1,237		25,446		4,781		-20,665	

AGENCY OVERVIEW

The University of the District of Columbia (UDC) is the nation's only exclusively urban land-grant university. Traditionally, the services provided by land-grant universities have been viewed as an indispensable resource for residents of the jurisdiction and for the state government. The land-grant university has a mandate to teach, to engage in basic and applied research, and to carry the results to the community through extension programs and services. UDC tailors its mission to respond to the unique requirements and needs of an urban constituency. The university has achieved and will continue to achieve substantial success in its efforts to build an academic program of excellence, one that will continue to merit the community's support and meet the higher education needs of the citizens of its service area.

The University of the District of Columbia is governed by the requirements of D.C. Law 1-36, which directs the Board of Trustees to fulfill its mission and mandate, with assistance from the university's president as chief executive officer. The president, in turn, receives administrative assistance from five vice presidents, eight deans of academic units, and several program directors.

The university has become a comprehensive institution. It is accredited by the Middle States Association of Colleges and Schools and is a member of the Consortium of Universities of the Washington Metropolitan Area.

The public land-grant institution for the nation's capital provides a wide range of programs through its Cooperative Extension Service, an outreach effort that allows the university to remain broadly accessible to the District of Columbia's diverse population and meet the educational and social needs of the community.

OB11/85.1 *For justifications see FY 1987 Capital Budget and Six-Year Improvements Plan.

UDC provides the District of Columbia with a Water Resource Research Center. The primary objective of this center, along with those of other District colleges and universities, is to identify water resource problems and contribute to their solution. The university also has an Agricultural Experiment Station, which provides basic and applied research designs to solve consumer, environmental, and health problems affecting District of Columbia residents.

The university offers 6 certificate, 43 associate, 70 baccalaureate, and 18 master's degree programs. Its degree-granting programs are organized under a five-college structure that includes the colleges of Liberal and Fine Arts, Business and Public Management, Education and Human Ecology, Life Sciences, and Physical Science, Engineering and Technology. A Graduate Studies Division coordinates master's degree programs. The university also has established a University College, which is the point of entry into the institution for all new and transfer students with fewer that 30 semester hours. Enrollment projections in various programs for the 1986 fall semester (1986-87 academic year) is estimated to be 12,080 equated to a full-time equivalent (FTE) student enrollment of 7,411.

The university assists the District of Columbia government in its long-range economic growth and development goals. These include (1) the stimulation, creation and attraction of new employment opportunities for its residents; (2) the attraction and retention of business; (3) the promotion of new capital investment; (4) the promotion of tourism, and (5) the delivery of management and technical assistance to individuals and small businesses in need of expertise. The university is geared to play a partnership role with the District government in meeting these objectives.

The university's major contribution is to educate and encourage personal development of its students so they can become productive and active leaders in the social, political, educational and economic life of the District. Highly skilled citizens have always been the cornerstone of economic development. Their importance will increase in the future as changes in science and technology create even greater needs for a skilled and intelligent work force.

Even at this early stage of its development, there is evidence that the university makes a difference in the career and financial expectations of its students. Studies conducted by the university's Office of Planning and Research reveal that new enrollees earned a median income of $9,157 while the continuing students reported an income of $16,809. THe latter amount approximates the per capita income of $16,845 reported for District residents.

The sample survey of UDC alumni indicated that 72 percent were employed in positions related to their fields of study. Almost half of the graduates believe that promotions and salary increases were a result of earning the baccalaureate degree. More rewarding was the fact that one out of five was earned $30,000 or more. Their estimated median income was $22,797. Our students view their education as an investment in their future earning power.

The university focuses its educational, research and public service efforts on the District. More than 85 percent of its international multicultural student population are District of Columbia residents. The majority enroll to enhance their employment skills and to improve their chances of qualifying for new career opportunities in the emerging high-tech society. Moreover, unlike students at the national private universities in the Washington area, most of the UDC graduates remain in the District of Columbia, forming an ever-enlarging pool of university-educated residents prepared to contribute to the economic, political and social improvement of the District. As the District's land-grant university, UDC is committed to using its resources to resolve local problems through applied research and the expertise of its faculty. The university has created a Center for Applied Research and Urban Policy to assist the District government in solving some of the immediate and long-range problems facing the District and its residents. To be effective, such a center will require the high quality personnel and innovative direction which have been available to other jurisdictions that have benefited from the mission of land-grant institutions much older than UDC. The university will continue to build on these and other programs in the future, making the institution an indispensable force in strengthening the District's economy and improving the quality of life for its residents. Some of the immediate contributions the university is making to enhance the economic health of the District include:

--Seminars and workshops designed to assist small businesses in successful management;

--Economic and policy research conducted for District government agencies through grant-funded projects; and

--A relationship with the District's public schools that includes in-service training and professional development for teachers and administrators; enrichment programs for talented students, especially in science and technology; cooperative programs in career planning and development for students; and specialized training programs for public school faculty aimed at deepening their knowledge of subject matter areas.

FINANCIAL SUMMARY

Appropriated Budget Request

The FY 1987 appropriated budget request is $69,015,000 and 1,365 continuing full-time positions, an increase from FY 1986 of $1,300,000, and no change in continuing full-time positions.

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

The personal services request is $53,894,000, an increase of $1,346,000 and a decrease of six full-time equivalent employees. This request will provide $576,000 for within grades and $1,160,000 for pay adjustments. The net increase includes a redirection of $1,346,000 from nonpersonal services and a redirection of $390,000 within personal services made available by abolishing six positions previously funded in Resource Development and Management, which also will be abolished in FY 1987. An additional $1,700,000 in personal services will be identified at a later date to fund the balance of the projected within-grade and pay adjustment increases.

The request for nonpersonal services is $15,121,000, a net decrease from FY 1986 of $46,000. These adjustments include $448,000 from space rental due to termination of the lease agreement on the Victor Building, $244,000 for equipment budgeted in FY 1986 for the general ledger system, $617,000 from matching funds for the Cooperative Extension Service, and $37,000 from Resource Development and Management. Matching funds for the Cooperative Extension Service will be restored from other University revenue. All the above adjustments are for the support of within grades and pay adjustment requirements.

Nonappropriated Budget Request

The University's estimated nonappropriated budget is $18,173,000 and 274 full-time equivalent employees. The personal services budget is $5,632,000 and the nonpersonal services budget is $12,541,000.

Federal Revenue

The university anticipates receiving $6,128,000 in federal grant and contract revenue in FY 1987. This estimated level of funding represents a continuation of most of the FY 1986 sponsored programs, with an increase of $154,000 over the $5,974,000 level of FY 1986. This increase will be largely used in the nonpersonal services areas. Federal grant revenue is projected to support 145 full-time equivalent employees.

Private Revenue

The university anticipates receiving $42,000 in private grant revenue in FY 1987. The revenue will provide for the renewal of the NCAA-sponsored youth sports program.

Other Revenue

The university anticipates receiving $10,659,000 in FY 1987. This revenue will fund 76 full-time equivalent employees, $2,122,000 in personal services, and $8,537,000 in nonpersonal services. Included in this amount is $1,002,000 for projected price increases.

Additionally, an increase of $1,300,000 is included for the provisional assumption of the Antioch Law School.

Intra-District Revenue

The university anticipates receiving $1,344,000 in intra-District revenue in FY 1987, which will fund 53 full-time equivalent employees. This expected funding level represents a decrease of $200,000 from the $1,544,000 level of FY 1986. The D.C. Energy Office sponsored one-year weatherization program will not be renewed in FY 1987.

PROGRAM IMPACTS AND ADJUSTMENTS

The requested funding will permit UDC to fulfill its land-grant mission of providing District residents with quality postsecondary education through teaching, research and public service. Also, this request will ensure that quality instruction is provided to the projected 12,080 students who will enroll in the various academic programs at the university.

This request will allow UDC to continue efforts to achieve professional accreditation for the College of Business and Public Management by the American Assembly of Collegiate Schools of Business (AACSB). The periodical holdings in Learning Resources will be enhanced, and retrospective holdings will be placed on microfilm.

The university is absorbing approximately $5,000,000 of its projected needs in FY 1987. Our responses reflect the will of the District Council. The Council has made known its wish for the university to pare administrative costs. Moreover, the legislative branch has mandated that UDC rely more heavily on university revenue for a greater percentage of operating costs. As a response to these imperatives, the university is seriously involved in developing a comprehensive management plan that will provide short-range and long-range guidance for university operations. The elements of the plan that result from our deliberations will be driven by the university community's determination to place principal emphasis on academic and instructional requirements in the allocation of available resources.

Within the $5,000,000 the university is absorbing in its FY 1987 budget request, there is a freeze on recruitment actions and personnel vacancies which accounts for $1,700,000 of that sum. The management plan will be the instrument that determines which university control centers absorb the brunt of personnel activity and to what extent. Clearly, our goal will be to preserve the integrity of the university's academic and instructional programs.

The management plan is intended to offer university leadership the logic, the rationale, and the data base that will support an orderly transition in the university community as UDC administrators implement the imperatives made necessary by the institution's fiscal posture.

The students enrolled at the university will continue to receive a wide range of supportive services to reach their educational goals, e.g., counseling, student employment, internships, financial assistance, and career exploration.

The proper learning environment must be provided to allow for student achievement. This entails cleaning, heating and airconditioning university buildings, repairing buildings, providing data processing support, maintaining records and assuring provision of auxilliary services such as the bookstore, cafeteria, and parking service.

PROGRAM PERFORMANCE DATA

Measures	FY 1984	FY 1985	FY 1986	FY 1987
Student enrollment (headcount)	13,576	12,832	12,080	12,080
Full-Time	4,809	4,741	4,475	4,475
Part-Time	8,767	8,091	7,605	7,605
Student enrollment (FTE)	8,351	7,825	7,411	7,411
Academic programs offered	141	137	137	137
Degrees awarded	875	887	896	896
Financial aid awards	4,200	5,700	6,500	7,000

The productivity of the university is best measured by the opportunities that it provides for District residents to receive a quality education. The university will continue to improve its performance in this area in order to fulfill its mission, goal, and objectives.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY – CONTROL CENTER & OBJECT CLASS LEVELS

3

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER		FY 1985 - FY 1987 APPROPRIATED EXPENDITURES								FY 1987 NONAPPROPRIATED EXPENDITURES						FY 1987 Gross Expenditure Budget	
		FY 1985 Actual Expenditures		FY 1986 Planned Expenditures		FY 1987 Requested Expenditures		FY 1986 - FY 1987 Net Change (+/-)		Federal Funds		Private & Other Funds		Intra District Sales			
Code	Name	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	CFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	TFT Pos.	Amount	Total Pos.	Amount
01	Executive Direction	94	3,094	94	3,030	98	3,265	+4	+235	...	...	8	834	...	7	106	4,106
02	Academic Affairs	934	40,057	934	40,788	934	41,425	...	+637	95	4,102	18	3,997	24	1,337	1,071	50,861
03	Student Affairs	59	3,127	59	3,441	59	3,575	...	+134	1	2,026	...	747	...	...	60	6,348
04	Resource Development and Management	95	3,555	95	3,918	...	...	-95	-3,918	...	...	...	...	...	...	...	...
05	University Affairs	...	...	...	...	29	1,443	+29	+1,443	...	...	12	945	...	...	41	2,388
06	Administrative Services	183	15,100	183	16,538	185	16,124	+2	-414	...	...	10	3,948	...	...	195	20,072
07	Finance	...	...	...	...	60	1,883	+60	+1,883	...	...	7	230	...	...	67	2,113
08	Antioch Law School (Provisional)	...	...	...	...	...	1,300	...	+1,300	...	...	...	...	...	...	...	1,300
	TOTAL AGENCY	1,365	64,933	1,365	67,715	1,365	69,015	...	+1,300	96	6,128	55	10,701	24	1,344	1,540	87,188

			FY 1985	FY 1986	FY 1987	Net Change	Federal Funds	Private & Other Funds	Intra District Sales	FY 1987 Gross
OBJECT CLASS DETAIL	11	Regular Pay	37,443	42,163	43,286	+1,123	...	...	...	43,286
	12	Other Regular Pay	4,495	1,886	1,900	+14	2,164	1,677	934	6,675
	13	Additional Gross Pay	1,724	157	152	-5	...	123	12	287
	14	Fringe Benefits	8,390	8,342	8,556	+214	276	322	124	9,278
		TOTAL PERSONAL SERVICES	52,052	52,548	53,894	+1,346	2,440	2,122	1,070	59,526
	20	Supplies	532	839	842	+3	76	132	18	1,068
	30a	Energy	2,022	2,410	2,410	...	...	227	...	2,637
	30b	Communications	1,009	1,063	1,063	...	3	334	3	1,403
	30c	Building Rent	4,489	4,665	4,217	-448	...	260	...	4,477
	40	Other Services & Charges	2,069	2,749	2,715	-34	242	4,430	102	7,489
	50	Subsidies & Transfers	1,467	1,647	2,330	+683	2,870	2,068	106	7,374
	[illegible]	Land & Buildings	...	...	...	...	138	...	...	138
	70	Equipment & Equipment Rental	1,293	1,794	1,544	-250	359	1,128	45	3,076
		TOTAL NONPERSONAL SERVICES	12,881	15,167	15,121	-46	3,688	8,579	274	27,662
		TOTAL AGENCY	64,933	67,715	69,015	+1,300	6,128	10,701	1,344	87,188
PERSONNEL SUMMARY		Average CFT Employment	1,223	1,331	1,325	-6				1,325
		Average CFT Salary	31	32	33	+1				33
		Average All Other Employment	391	327	327	...	226	114	234	901
		Total FTE Employment	1,447	1,454	1,448	-6	145	76	53	1,722
		Overtime & Other Pay FTE Employment	60	5	5	...	...	4	...	9
		Average FTE Salary	29	30	31	+1	15	23	18	29

OB11/85.1

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: EXECUTIVE DIRECTION (01)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1100		BOARD OF TRUSTEES														
		Redirections														
	3.3	Redirection-in to Regular Pay from Resource Development and Management for within grades	11					...	+2						...	+2
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+8						...	+8
		b. Fringe Benefits	14					...	+1						...	+1
		Subtotal Responsibility Center 1100						[...]	[+11]						[...]	[+11]
1210		OFFICE OF THE PRESIDENT														
		Redirections														
	1.5	Redirection-in from Resource Development and Management unfunded CFT positions to reflect reorganization						+6	...						+6	...
	3.3	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+17						...	+17
		b. Other Regular Pay	12					...	+1						...	+1
		c. Fringe Benefits	14					...	+3						...	+3
		TOTAL CONTROL CENTER														

OBT1/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: Name & Code EXECUTIVE DIRECTION (01)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	7.2	Redirections-in from Administrative Services for decentralized nonpersonal services														
		a. Supplies	20					...	+2						...	+2
		b. Printing, postage and maintenance and repair of equipment	40					...	+40						...	+40
		Subtotal Responsibility Center 1210						[+6]	[+67]						[+6]	[+67]
1225		BUDGET														
		Redirections														
	1.5	Redirections-in from Resource Development and Management to reflect reorganization														
		a. Regular Pay	11					+8	+302						+8	+302
		b. Fringe Benefits	14					...	+55						...	+55
	3.3	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+12						...	+12
		b. Fringe Benefits	14					...	+3						...	+3
	7.2	Redirections-in from Administrative Services for decentralized nonpersonal services														
		a. Supplies	20					...	+1						...	+1
		TOTAL CONTROL CENTER														

GD11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND (Name & Code) D.C. UNIVERSITY (406)

AGENCY (Name & Code) UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER (Name & Code) EXECUTIVE DIRECTION (01)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Maintenance and repair of equipment	40					...	+2						...	+2
		Subtotal Responsibility Center 1225						[+8]	[+379]						[+8]	[+379]
1230		ATHLETICS														
		Redirections														
	1.2	Redirections-out to University Affairs from Executive Direction to reflect reorganization														
		a. Regular Pay	11	10	282			-10	-282						-10	-282
		b. Fringe Benefits	14	...	50			...	-50						...	-50
		Subtotal Responsibility Center 1230						[-10]	[-332]						[-10]	[-332]
1240		GENERAL COUNSEL														
		Redirections														
	3.3	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+4						...	+4
		b. Fringe Benefits	14					...	+1						...	+1
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+5						...	+5
		b. Fringe Benefits	14					...	+1						...	+1
		Subtotal Responsibility Center 1240						[...]	[+11]						[...]	[+11]
		TOTAL CONTROL CENTER														

OB11/85 1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code D.C. UNIVERSITY (406)

AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code EXECUTIVE DIRECTION (01)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
1260		INTERNAL AUDIT														
		Redirections														
	3.3	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+6						...	+6
		b. Fringe Benefits	14					...	+1						...	+1
	7.2	Redirections-in from Administrative Services for the decentralization of storeroom supply costs	20					...	+1						...	+1
		Subtotal Responsibility Center 1260						[...]	[+12]						[...]	[+12]
1290		SECURITY														
		Redirections														
	3.3	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+24						...	+24
		b. Fringe Benefits	14					...	+3						...	+3
	6.3	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+51						...	+51
		TOTAL CONTROL CENTER														

2RTT/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: EXECUTIVE DIRECTION

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14					...	+4						...	+4
	7.2	Redirections-in from Administrative Services for decentralized nonpersonal services														
		a. Supplies	20					...	+3						...	+3
		b. Maintenance and repair of equipment	40					...	+2						...	+2
		Subtotal Responsibility Center 1290						[...]	[+87]						[...]	[+87]
		TOTAL CONTROL CENTER						[+4]	[+235]						[+4]	[+235]

OBM 1/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: Name & Code ACADEMIC AFFAIRS (02)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
2001		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	7.3	Redirections-in from Administrative Services control center for the decentralization of nonpersonal services														
		a. Supplies	20					...	+11						...	+11
		b. Maintenance and repair of equipment	40					...	+49						...	+49
		Subtotal Responsibility Center 2001						[...]	[+60]						[...]	[+60]
2020		ADMISSIONS, REGISTRAR, AND RECRUITMENT														
		Redirections														
	7.3	Redirection-in from Administrative Services control center for the decentralization of supplies	20					...	+20						...	+20
		Subtotal Respsonsibility Center 2020						[...]	[+20]						[...]	[+20]
2060		CENTER FOR APPLIED RESEARCH AND URBAN POLICY														
		Redirections														
	7.3	Redirection-in from Administrative Services control center for the decentralization of supplies	20					...	+1						...	+1
		Subtotal Responsibility Center 2060						[...]	[+1]						[...]	[+1]
2080		PLANNING AND RESEARCH														
		TOTAL CONTROL CENTER														

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: ACADEMIC AFFAIRS (02)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Redirections														
	7.3	Redirections-in from Administrative Services control center for the decentralization of nonpersonal services														
		a. Supplies	20					...	+5						...	+5
		b. Maintenance and repair of equipment	40					...	+3						...	+3
		Subtotal Responsibility Center 2080						[...]	[+8]						[...]	[+8]
2100		COLLEGE OF BUSINESS AND PUBLIC MANAGEMENT														
		Redirections														
	7.3	Redirection-in from Administrative Services control center for the decentralization of Maintenance and repair of equipment	40					...	+28						...	+28
		Subtotal Responsibility Center 2100						[...]	[+28]						[...]	[+28]
2200		COLLEGE OF EDUCATION AND HUMAN ECOLOGY														
		Redirections														
	3.4	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+107						...	+107
		b. Fringe Benefits	14					...	+22						...	+22
		Redirection-in from subsidies and transfer for FY 1987 pay adjustment														
	4.2	a. Regular Pay	11					...	+139						...	+139
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: D.C. UNIVERSITY (406)

AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: ACADEMIC AFFAIRS (02)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14					...	+28						...	+28
	7.3	Redirection-in from Administrative Services control center for the decentralization of nonpersonal services														
		a. Supplies	20					...	+17						...	+17
		b. Maintenance and repair of equipment	40					...	+8						...	+8
		Subtotal Responsibility Center 2200						[...]	[+321]						[...]	[+321]
2300		COLLEGE OF LIBERAL AND FINE ARTS														
		Redirections														
	3.4	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+196						...	+196
		b. Fringe Benefits	14					...	+41						...	+41
	3.4	Redirection-in from Administrative Services for within grades														
		a. Regular Pay	11					...	+47						...	+47
		b. Fringe Benefits	14					...	+10						...	+10
		Redirection-in from subsidies and transfer for FY 1987 pay adjustment														
	4.2	a. Regular Pay	11					...	+374						...	+374
		b. Fringe Benefits	14					...	+76						...	+76
	7.3	Redirection-in from Administrative Services for the decentralization of supplies	20					...	+9						...	+9
		TOTAL CONTROL CENTER														

(9B11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: ACADEMIC AFFAIRS (02)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Subtotal Responsibility Center 2300		...	...			[...]	[+753]						[...]	[+753]
2500		COLLEGE OF PHYSICAL SCIENCE, ENGINEERING, AND TECHNOLOGY														
		Redirections														
	7.3	Redirection-in from Administrative Services for decentralization of nonpersonal services														
		a. Supplies	20	...	...			...	+5						...	+5
		b. Maintenance and repair of equipment	40	...	...			...	+24						...	+24
		Subtotal Responsibility Center 2500						[...]	[+29]						[...]	[+29]
2600		UNIVERSITY COLLEGE														
		Redirections														
	7.3	Redirection-in from Administrative Services for decentralization of supplies	20	...	...			...	+20						...	+20
		Subtotal Responsibility Center 2600						[...]	[+20]						[...]	[+20]
2700		COOPERATIVE EXTENSION SERVICES														
		Redirections														
	4.1	Redirection-out of subsidies and transfers to fund FY 1987 pay adjustment for Academic Affairs	50	...	864			...	-617						...	-617
		Subtotal Responsibility Center 2700						[...]	[-617]						[...]	[-617]
2800		CONTINUING EDUCATION														
		TOTAL CONTROL CENTER														

GBI1/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: (Name & Code) D.C. UNIVERSITY (406)

AGENCY: (Name & Code) UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: (Name & Code) ACADEMIC AFFAIRS (G2)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Redirections														
	7.3	Redirection-in from Administrative Services for														
		decentralization of supplies	20					...	+10						...	+10
		Subtotal Responsibility Center 2800						[...]	[+10]						[...]	[+10]
2900		GRADUATE PROGRAM OFFICE														
		Redirections														
	7.3	Redirection-in from Administrative Services for														
		decentralization of supplies	20					...	+4						...	+4
		Subtotal Responsibility Center 2900						[...]	[+4]						[...]	[+4]
		TOTAL CONTROL CENTER						...	+637						...	+637

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: STUDENT AFFAIRS (03)

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3100		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	3.5	Redirections-in from Administrative Services														
		for within grades	11					...	+4						...	+4
	6.4	Redirections-in from Administrative Services for														
		FY 1987 pay adjustment														
		a. Regular Pay	11					...	+10						...	+10
		b. Other Regular Pay	12					...	+1						...	+1
		c. Fringe Benefits	14					...	+3						...	+3
	7.4	Redirections-in from Administrative Services														
		for the decentralization of nonpersonal														
		services														
		a. Supplies	20					...	+5						...	+5
		b. Maintenance and repair of equipment	40					...	+1						...	+1
		c. Printing	40					...	+4						...	+4
		Subtotal Responsibility Center 3100						[...]	[+28]						[...]	[+28]
3200		PROFESSIONAL SERVICES														
		Redirections														
	3.5	Redirections- in from Administrative Services														
		for within grades	11					...	+3						...	+3
	6.4	Redirection-in from Administrative Services for														
		FY 1987 pay adjustment														
		a. Regular Pay	11					...	+10						...	+10
		TOTAL CONTROL CENTER														

[illegible] *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND (Name & Code): D.C. UNIVERSITY (406)

AGENCY (Name & Code): UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER (Name & Code): STUDENT AFFAIRS (03)

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14					...	+1						...	+1
	7.4	Redirection-in from Administrative Services for														
		the decentralization of supplies	20					...	+2						...	+2
		Subtotal Responsibility Center 3200						[...]	[+16]						[...]	[+16]
3250		INTERNATIONAL/MULTICULTURAL														
		Redirections														
	3.5	Redirections-in from Administrative Services for														
		within grades														
		a. Regular Pay	11					...	+4						...	+4
		b. Fringe Benefits	14					...	+1						...	+1
	6.4	Redirection-in from Administrative Services for														
		FY 1987 pay adjustment	11					...	+6						...	+6
	7.4	Redirection-in from Administrative Services for														
		the decentralization of supplies	20					...	+2						...	+2
		Subtotal Responsibility Center 3250						[...]	[+13]						[...]	[+13]
3300		STUDENT PROGRAM DEVELOPMENT														
		Redirections														
	3.5	Redirections-in from Administrative Services for														
		within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: D.C. UNIVERSITY (406)
AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER: STUDENT AFFAIRS (03)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos.	Amount	CFT Pos	Amount
3300	6.4	Redirections-in from Administrative Services for														
		FY 1987 pay adjustment														
		a. Regular Pay	11					...	+8						...	+8
		b. Fringe Benefits	14					...	+2						...	+2
	7.4	Redirection-in from Administrative Services for														
		the decentralization of supplies	20					...	+2						...	+2
		Subtotal Responsibility Center 3300						[...]	[+16]						[...]	[+16]
3500		CAREER DEVELOPMENT														
		Redirections														
	3.5	Redirections-in from Administrative Services for														
		within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.4	Redirections-in from Administrative Services for														
		FY 1987 pay adjustment														
		a. Regular Pay	11					...	+8						...	+8
		b. Other Regular Pay	12					...	+9						...	+9
		c. Fringe Benefits	14					...	+2						...	+2
	7.4	Redirection-in from Administrative Services for														
		the decentralization of supplies	20					...	+2						...	+2
		Subtotal Responsibility Center 3500						[...]	[+25]						[...]	[+25]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 6a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: D.C. UNIVERSITY (406)
Name & Code

AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
Name & Code

CONTROL CENTER: STUDENT AFFAIRS (03)
Name & Code

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3550		EDUCATIONAL FIELD SERVICES														
		Redirections														
	3.5	Redirection-in from Administrative Services for within grades	11					...	+2						...	+2
	6.4	Redirections-in from Administrative Services for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+5						...	+5
		b. Fringe Benefits	14					...	+1						...	+1
	7.4	Redirection-in from Administrative Services for the decentralization of supplies	20					...	+1						...	+1
		Subtotal Responsibility Center 3550						[...]	[+9]						[...]	[+9]
3600		STUDENT FINANCIAL ASSISTANCE														
		Redirections														
	3.5	Redirections-in from Administrative Services for within grades														
		a. Regular Pay	11					...	+2						...	+2
		b. Fringe Benefits	14					...	+1						...	+1
	6.4	Redirections-in from Administrative Services for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+10						...	+10
		b. Other Regular Pay	12					...	+3						...	+3
		c. Fringe Benefits	14					...	+4						...	+4
		Subtotal Responsibility Center 3600						[...]	[+20]						[...]	[+20]
		TOTAL CONTROL CENTER														

OBM-11/85-3 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER **7**

FUND Name & Code D.C. UNIVERSITY (406)

AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code STUDENT AFFAIRS (03)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
3650		VETERANS AFFAIRS														
		Redirections														
	3.5	Redirection-in from Administrative Services for within grades	11					...	+2						...	+2
	6.4	Redirection-in from Administrative Services for FY 1987 pay adjustment	11					...	+4						...	+4
	7.4	Redirection-in from Administrative Services for the decentralization of supplies	20					...	+1						...	+1
		Subtotal Responsibility Center 3650						[...]	[+7]						[...]	[+7]
		TOTAL CONTROL CENTER							+134							+134

GB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
4100		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	1.1	Redirections-out of unfunded CFT positions to														
		Executive Direction due to reorganization	11	6	324			-6	...						-6	...
	3.1	Redirections-out from regular pay to other control														
		centers for within grades	11	...	324			...	-198						...	-198
	6.1	Redirections-out to other control centers to fund														
		the FY 1987 pay adjustment														
		a. Regular Pay	11	...	324			...	-126						...	-126
		b. Additional Gross Pay	13	...	5			...	-5						...	-5
		c. Fringe Benefits	14	...	61			...	-61						...	-61
		d. Supplies	20	...	12			...	-12						...	-12
		e. Other Services	40	...	19			...	-19						...	-19
		f. Equipment	70	...	6			...	-6						...	-6
		Subtotal Responsibility Center 4100						[-6]	[-427]						[-6]	[-427]
4110		UNIVERSITY COMPLIANCE														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		University Affairs due to reorganization														
		a. Regular Pay	11	4	158			-4	-158						-4	-158
		b. Fringe Benefits	14	...	24			...	-24						...	-24
		c. Supplies	20	...	3			...	-3						...	-3
		d. Out-of city travel	40	...	1			...	-1						...	-1
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Subtotal Responsibility Center 4110						[-4]	[-186]						[-4]	[-186]
4120		SAFETY														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Administrative Services due to reorganization														
		a. Regular Pay	11	2	70			-2	-70						-2	-70
		b. Fringe Benefits	14	...	10			...	-10						...	-10
		c. Supplies	20	...	3			...	-3						...	-3
		d. Printing and local travel	40	...	3			...	-3						...	-3
		Subtotal Responsibility Center 4120						[-2]	[-86]						[-2]	[-86]
4200		BUDGET														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Executive Direction and Finance due to														
		reorganization														
		a. Regular Pay	11	10	379			-10	-379						-10	-379
		b. Fringe Benefits	14	...	66			...	-66						...	-66
		Subtotal Responsibility Center 4200						[-10]	[-445]						[-10]	[-445]
4300		CONTROLLER														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT **FY 87** OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Finance due to reorganization														
		a. Regular Pay	11	3	164			-3	-164						-3	-164
		b. Fringe Benefits	14	...	27			...	-27						...	-27
		c. Equipment	70	...	1			...	-1						...	-1
		Subtotal Responsibility Center 4300						[-3]	[-192]						[-3]	[-192]
4310		FMS/BRS/PSE COMPUTER SYSTEMS														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	4	98			-4	-98						-4	-98
		b. Fringe Benefits	14	...	19			...	-19						...	-19
		c. Supplies	20	...	2			...	-2						...	-2
		Subtotal Responsibility Center 4310						[-4]	[-119]						[-4]	[-119]
4320		FUND ACCOUNTING														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	15	354			-15	-354						-15	-354
		b. Fringe Benefits	14	...	63			...	-63						...	-63
		c. Supplies	20	...	2			...	-2						...	-2
		d. Printing	40	...	2			...	-2						...	-2
		e. Equipment	70	...	245			...	-1						...	-1
		TOTAL CONTROL CENTER														

OBI 1/85 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★★★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code D.C. UNIVERSITY (406) AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF) CONTROL CENTER Name & Code RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	3.1	Redirections-out to Academic Affairs to fund														
		within grades	70	...	245			...	-244						...	-244
		Subtotal Responsibility Center 4320						[-15]	[-666]						[-15]	[-666]
4330		LOAN NOTES AND STUDENT ACCOUNTS														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	6	205			-6	-205						-6	-205
		b. Fringe Benefits	14	...	39			...	-39						...	-39
		Subtotal Responsibility Center 4330						[-6]	[-244]						[-6]	[-244]
4340		TREASURY														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	4	117			-4	-117						-4	-117
		b. Fringe Benefits	14	...	19			...	-19						...	-19
		c. Supplies	20	...	1			...	-1						...	-1
		d. Contractual Services	40	...	21			...	-21						...	-21
		Subtotal Responsibility Center 4340						[-4]	[-158]						[-4]	[-158]
4350		PAYROLL OPERATIONS														
		Redirections														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA

CONTROL CENTER: Name & Code RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	5	74			-5	-74						-5	-74
		b. Fringe Benefits	14	...	8			...	-8						...	-8
		Subtotal Responsibility Center 4350						[-5]	[-82]						[-5]	[-82]
4360		FINANCIAL REPORTING														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	3	89			-3	-89						-3	-89
		b. Fringe Benefits	14	...	10			...	-10						...	-10
		c. Supplies	20	...	2			...	-2						...	-2
		Subtotal Responsibility Center 4360						[-3]	[-101]						[-3]	[-101]
4400		PROCUREMENT														
		Redirections														
	1.1	Redirections-out-of CFT positions and funds to														
		Finance due to reorganization														
		a. Regular Pay	11	18	334			-18	-334						-18	-334
		b. Fringe Benefits	14	...	30			...	-30						...	-30
		c. Supplies	20	...	4			...	-4						...	-4
		Subtotal Responsibility Center 4400						[-18]	[-368]						[-18]	[-368]
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
4500		PUBLIC AFFAIRS														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to University Affairs due to reorganization														
		a. Regular Pay	11	9	330			-9	-330						-9	-330
		b. Fringe Benefits	14	...	62			...	-62						...	-62
		c. Supplies	20	...	18			...	-18						...	-18
		d. Advertising, Printing, out-of city travel	40	...	186			...	-186						...	-186
		Subtotal Responsibility Center 4500						[-9]	[-596]						[-9]	[-596]
4600		DEVELOPMENT														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to University Affairs due to reorganization														
		a. Regular Pay	11	4	121			-4	-121						-4	-121
		b. Fringe Benefits	14	...	20			...	-20						...	-20
		c. Supplies	20	...	2			...	-2						...	-2
		d. Maintenance and repair of equipment, and postage	40	...	6			...	-6						...	-6
		Subtotal Responsibility Center 4600						[-4]	[-149]						[-4]	[-149]
4700		ALUMNI AFFAIRS														
		Redirections														
	1.1	Redirections-out of CFT positions and funds to														
		TOTAL CONTROL CENTER														

OBII/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT **FY 87** OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: Name & Code: RESOURCE DEVELOPMENT AND MANAGEMENT (04)

Resp Center Code	Sub Item No *	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		University Affairs due to reorganization														
		a. Regular Pay	11	2	63			-2	-63						-2	-63
		b. Fringe Benefits	14	...	11			...	-11						...	-11
		c. Supplies	20	...	10			...	-10						...	-10
		d. Printing and local travel	40	...	7			...	-7						...	-7
		e. Equipment	70	...	8			...	-8						...	-8
		Subtotal Responsibility Center 4700						[-2]	[-99]						[-2]	[-99]
		TOTAL CONTROL CENTER						-95	-3,918						-95	-3,918

*See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: D.C. UNIVERSITY (406)

AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: UNIVERSITY AFFAIRS (05)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
5100		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	1.3	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+2	+76						+2	+76
		b. Fringe Benefits	14					...	+13						...	+13
		c. Supplies	20					...	+3						...	+3
		d. Out-of City Travel	40					...	+6						...	+6
	3.6	Redirections-in from Resource Development and Management to fund within grades for Regular Pay	11					...	+1						...	+1
	6.5	Redirections-in from Resource Development and Management to fund FY 1987 pay adjustments for Regular Pay	11					...	+3						...	+3
	7.5	Redirections-in from Administrative Services for decentralization of nonpersonal services														
		a. Supplies	20					...	+1						...	+1
		b. Maintenance and repair of equipment	40					...	+3						...	+3
		Subtotal Responsibility Center 5100						[+2]	[+106]						[+2]	[+106]
5200		UNIVERSITY COMPLIANCE														
		Redirections														
	1.3	Redirections-in from Resource Development and														
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND (Name & Code): D.C. UNIVERSITY (406)

AGENCY (Name & Code): UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER (Name & Code): UNIVERSITY AFFAIRS (05)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		Management due to reorganization														
		a. Regular Pay	11					+4	+158						+4	+158
		b. Fringe Benefits	14					...	+24						...	+24
		c. Supplies	20					...	+3						...	+3
		d. Printing	40					...	+1						...	+1
	3.6	Redirections-in from Resource Development and														
		Management to fund within grades for Regular Pay	11					...	+2						...	+2
	6.5	Redirections-in from Resource Development and														
		Management to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+6						...	+6
		b. Fringe Benefits	14					...	+1						...	+1
	7.5	Redirections-in from Administrative Services														
		for decentralization of nonpersonal														
		services														
		a. Supplies	20					...	+1						...	+1
		b. Maintenance and repair of														
		equipment	40					...	+2						...	+2
		Subtotal Responsibility Center 5200						[+4]	[+198]						[+4]	[+198]
5300		PUBLIC AFFAIRS														
		Redirections														
	1.3	Redirections-in from Resource Development and														
		Management due to reorganization														
		a. Regular Pay	11					+7	+254						+7	+254
		TOTAL CONTROL CENTER														

OBM/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: UNIVERSITY AFFAIRS (05)

Resp Center Code	Sub item No *	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		b. Fringe Benefits	14					...	+49						...	+49
		c. Supplies	20					...	+15						...	+15
		d. Advertising, postage, printing	40					...	+180						...	+180
	3.6	Redirections-in from Resource Development and Management to fund within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.5	Redirections-in from Resource Development and Management to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+10						...	+10
		b. Fringe Benefits	14					...	+3						...	+3
	7.5	Redirections-in from Administrative Services for decentralization of nonpersonal services														
		a. Supplies	20					...	+2						...	+2
		b. Maintenance and repair of equipment	40					...	+5						...	+5
		Subtotal Responsibility Center 5300						[+7]	[+522]						[+7]	[+522]
5400		DEVELOPMENT														
		Redirections														
	1.3	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+4	+121						+4	+121
		b. Fringe Benefits	14					...	+20						...	+20
		TOTAL CONTROL CENTER														

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code D.C. UNIVERSITY (406)

AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code UNIVERSITY AFFAIRS (05)

Resp Center Code	Sub item No *	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		c. Supplies	20					...	+2						...	+2
		d. Maintenance and repair of equipment,														
		and postage	40					...	+6						...	+6
	6.5	Redirections-in from Resource Development and														
		Management to fund FY 1987 pay adjustment						-								
		a. Regular Pay	11					...	+5						...	+5
		b. Fringe Benefits -	14					...	+1						...	+1
	7.5	Redirections-in from Administrative Services														
		for decentralization of printing costs	40					...	+2						...	+2
		Subtotal Responsibility Center 5400						[+4]	[+157]						[+4]	[+157]
5500		ALUMNI AFFAIRS	-													
		Redirections														
	1.3	Redirections-in from Resource Development and														
		Management due to reorganization														
		a. Regular Pay	11					+2	+63						+2	+63
		b. Fringe Benefits	14					...	+11						...	+11
		c. Supplies	20					...	+10						...	+10
		d. Printing and local travel	40					...	+7						...	+7
		e. Equipment	70					...	+8						...	+8
	3.6	Redirections-in from Resource Development and														
		Management to fund within grades for Regular Pay	11					...	+1						...	+1
	6.5	Redirections-in from Resource Development and														
		Management to fund FY 1987 pay adjustment														
		TOTAL CONTROL CENTER														

(0811-85.1) *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: UNIVERSITY AFFAIRS (05)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	7.5	Redirections-in from Administrative Services for decentralization of nonpersonal services														
		a. Supplies	20					...	+3						...	+3
		b. Postage and maintenance and repair of equipment	40					...	+5						...	+5
		Subtotal Responsibility Center 5500						[+2]	[+112]						[+2]	[+112]
5600		ATHLETICS														
		Redirections														
	1.3	Redirections-in from Executive Direction due to reorganization														
		a. Regular Pay	11					+10	+282						+10	+282
		b. Fringe Benefits	14					...	+50						...	+50
	3.6	Redirections-in to fund within grades for Regular Pay	11					...	+2						...	+2
	6.5	Redirections-in to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+12						...	+12
		b. Fringe Benefits	14					...	+2						...	+2
		Subtotal Reponsibility Center 5600						[+10]	[+348]						[+10]	[+348]
		TOTAL CONTROL CENTER						+29	+1,443						+29	+1,443

[illegible] *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: Name & Code ADMINISTRATIVE SERVICES (06)

Resp. Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1988 – FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
6100		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	2.2	Redirections-in from Building Rent to fund within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	5.2	Redirections-in from Building Rent to fund the FY 1987 pay adjustment														
		a. Regular Pay	11					...	+9						...	+9
		b. Fringe Benefits	14					...	+2						...	+2
		Subtotal Responsibility Center 6100						[...]	[+15]						...	[+15]
6110		PERSONNEL														
		Redirections														
	2.2	Redirections-in from Building Rent to fund within grades														
		a. Regular Pay	11					...	+6						...	+6
		b. Fringe Benefits	14					...	+1						...	+1
	5.2	Redirections-in from Building Rent to fund the FY 1987 pay adjustment														
		a. Regular Pay	11					...	+22						...	+22
		b. Fringe Benefits	14					...	+12						...	+12
		Subtotal Responsibility Center 6110						[...]	[+41]						[...]	[+41]
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND (Name & Code) D.C. UNIVERSITY (406)
AGENCY (Name & Code) UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER (Name & Code) ADMINISTRATIVE SERVICES (06)

Resp Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
6200		FACILITIES DEVELOPMENT														
		Redirections														
	2.1	Redirection-out from Building Rent to fund														
		within grades within Administrative Services	30	...	4,665			...	-50						...	-50
	2.2	Redirect.ons-in from Building Rent to fund within														
		grades for Regular Pay	11					...	+2						...	+2
	3.2	Redirections-out from Building Rent to fund with														
		within grades in Academic Affairs and Student														
		Affairs	30	...	4,665			...	-84						...	-84
	5.1	Redirections-out from Building Rent to fund the														
		FY-1987 pay adjustment within Administrative														
		Services	30	...	4,665			...	-227						...	-227
	5.2	Redirections-in from Building Rent to fund the														
		FY 1987 pay adjustment														
		a. Regular Pay	11					...	+7						...	+7
		b. Fringe Benefits	14					...	+1						...	+1
	6.2	Redirections-out from Building Rent to fund the														
		FY 1987 pay adjustment for Student Affairs	30	...	4,665			...	-87						...	-87
		Subtotal Responsibility Center 6200						[...]	[-438]						...	[-438]
6300		MANAGEMENT INFORMATION SYSTEMS														
		Redirections														
		TOTAL CONTROL CENTER														-

*See Schedule 4a

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code: ADMINISTRATIVE SERVICES (06)

Resp. Center Code	Sub Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
	2.2	Redirections-in from Building Rent to fund within grades for **Regular Pay**	11					...	+2						...	+2
	5.2	Redirections-in from Building Rent to fund the FY 1987 pay adjustment														
		a. Regular Pay	11					...	+9						...	+9
		b. Fringe Benefits	14					...	+2						...	+2
		Subtotal Responsibility Center 6300						[...]	[+13]						[...]	[+13]
6450		SAFETY														
		Redirections														
	1.6	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+2	+70						+2	+70
		b. Fringe Benefits	14					...	+10						...	+10
		c. Supplies	20					...	+3						...	+3
		d. Printing and local travel	40					...	+3						...	+3
	5.2	Redirections-in from Building Rent to fund the FY 1987 pay adjustment for continuing full-time salaries	11					...	+3						...	+3
		Subtotal Responsibility Center 6450						[+2]	[+89]						[+2]	[+89]
6500		PHYSICAL PLANT MANAGEMENT														
		Redirections														
		TOTAL CONTROL CENTER														

OBT1-85-1 *See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code D.C. UNIVERSITY (406)

AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER Name & Code ADMINISTRATIVE SERVICES (06)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	FTE Pos	Amount	Months Funded	FTE Pos	Amount	FTE Pos	Amount
	2.2	Redirections-in from Building Rent to fund within grades														
		a. Regular Pay	11					...	+10						...	+10
		b. Fringe Benefits	14					...	+2						...	+2
	5.2	Redirections-in from Building Rent to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+61						...	+61
		b. Fringe Benefits	14					...	+6						...	+6
		Subtotal Responsibility Center 6500						[...]	[+79]						[...]	[+79]
6600		BUSINESS SERVICES														
		Redirections														
	2.2	Redirections-in from Building Rent to fund within grades														
		a. Regular Pay	11					...	+8						...	+8
		b. Fringe Benefits	14					...	+1						...	+1
	5.2	Redirections-in from Building Rent to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+44						...	+44
		b. Fringe Benefits	14					...	+5						...	+5
	7.1	Redirections-out to the other control centers funds for decentralization of nonpersonal services														
		TOTAL CONTROL CENTER														

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND: D.C. UNIVERSITY (406) AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF) CONTROL CENTER: ADMINISTRATIVE SERIVCES (06)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
		a. Supplies	20	...	124			...	-124						...	-124
		b. Printing, postage and maintenance		...												
		and repair of equipment	40		205			...	-205						...	-205
		Subtotal Responsibility Center 6600						[...]	[-271]						[..]	[-271]
6800		COMPUTER CENTER														
		Redirections														
	2.2	Redirections-in from Building Rent to fund within grades														
		a. Regular Pay	11					...	+12						...	+12
		b. Fringe Benefits	14					...	+2						...	+2
	5.2	Redirections-in from Building Rent to fund the FY 1987 pay adjustment														
		a. Regular Pay	11					...	+38						...	+38
		b. Fringe Benefits	14					...	+6						....	+6
		Subtotal Responsibility Center 6800						[...]	[+58]						[..]	[+58]
		TOTAL CONTROL CENTER						+2	-414						+2	-414

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: FINANCE (07)

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7100		OFFICE OF THE VICE PRESIDENT														
		Redirections														
	1.4	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+3	+164						+3	+164
		b. Fringe Benefits	14					...	+27						...	+27
		c. Equipment	70					...	+1						...	+1
	3.7	Redirections-in from Resource Development and Management for within grades for Regular Pay	11					...	+3						...	+3
	6.6	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+7						...	+7
		b. Fringe Benefits	14					...	+1						...	+1
	7.6	Redirections-in from Administrative Services for decentralization of costs for maintenance and repair of equipment	40					...	+3						...	+3
		Subtotal Responsibility Center 7100						[+3]	[+206]						[+3]	[+206]
7200		GRANTS MANAGEMENT														
		Redirections														
	1.4	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+2	+77						+2	+77
		b. Fringe Benefits	14					...	+11						...	+11
		TOTAL CONTROL CENTER														

*See Schedule 4a

DISTRICT OF COLUMBIA GOVERNMENT FY 1987 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND (Name & Code) D.C. UNIVERSITY (406)

AGENCY (Name & Code) UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER (Name & Code) FINANCE (07)

Resp Center Code	Sub item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Merit Funded	CFT Pos	Amount	CFT Pos	Amount
	3.7	Redirections-in from Resource Development and Management to fund within grades for Regular Pay	11					...	+2						...	+2
	6.6	Redirections-in from Resource Development and Management to fund FY 1987 pay adjustment for Regular Pay	11					...	+3						...	+3
	7.6	Redirections-in from Administrative Services for decentralization of costs of printing	40					...	+1						...	+1
		Subtotal Responsibility Center 7200						[+2]	[+94]						[+2]	[+94]
7300		FMS/BRS/PSE COMPUTER SYSTEMS														
		Redirections														
	1.4	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+4	+98						+4	+98
		b. Fringe Benefits	14					...	+19						...	+19
		c. Supplies	20					...	+2						...	+2
	3.7	Redirections-in from Resource Development and Management to fund within grades for Regular Pay	11					...	+1						...	+1
	6.6	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+4						...	+4
		b. Fringe Benefits	14					...	+1						...	+1
	7.6	Redirections-in from Administrative Services for decentralization of costs for supplies	20					...	+1						...	+1
		TOTAL CONTROL CENTER														

OB11/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER 7

FUND Name & Code D.C. UNIVERSITY (406)   AGENCY Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)   CONTROL CENTER Name & Code FINANCE (07)

Resp Center Code	Sub Item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				F.T.E. Pos	Amount	F.T.E. Pos	Amount	F.T.E. Pos	Amount	F.T.E. Pos	Amount	[illegible]	F.T.E. Pos	Amount	F.T.E. Pos	Amount
		Subtotal Responsibility Center 7300						[+4]	[+126]						[+4]	[+126]
7400		CONTROLLER														
		Redirections														
	1.4	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+33	+839						+33	+839
		b. Fringe Benefits	14					...	+139						...	+139
		c. Supplies	20					...	+5						...	+5
		d. Printing, postage and contractual services	40					...	+23						...	+23
		e. Equipment	70					...	+1						...	+1
	3.7	Redirections-in from Resource Development and Management for within grades														
		a. Regular Pay	11					...	+9						...	+9
		b. Fringe Benefits	14					...	+1						...	+1
	6.6	Redirections-in from Resource Development and Management for FY 1987 pay adjustment														
		a. Regular Pay	11					...	+33						...	+33
		b. Fringe Benefits	14					...	+6						...	+6
	7.6	Redirections-in from Administrative Services for decentralization of nonpersonal services														
		a. Supplies	20					...	+4						...	+4
		b. Printing and postage	40					...	+6						...	+6
		Subtotal Responsibility Center 7400						[+33]	[+1,066]						[+33]	[+1,066]
		TOTAL CONTROL CENTER														

0811/85.1 *See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND Name & Code: D.C. UNIVERSITY (406)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
CONTROL CENTER Name & Code: FINANCE (07)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
7500		PROCUREMENT														
		Redirections														
	1.4	Redirections-in from Resource Development and Management due to reorganization														
		a. Regular Pay	11					+18	+334						+18	+334
		b. Fringe Benefits	14					...	+30						...	+30
		c. Supplies	20					...	+4						...	+4
	3.7	Redirections-in from Resource Development and Management to fund within grades														
		a. Regular Pay	11					...	+3						...	+3
		b. Fringe Benefits	14					...	+1						...	+1
	6.6	Redirections-in from Resource Development and Management to fund FY 1987 pay adjustment														
		a. Regular Pay	11					...	+13						...	+13
		b. Fringe Benefits	14					...	+1						...	+1
	7.6	Redirections-in from Administrative Services for decentralization of nonpersonal services costs														
		a. Supplies	20					...	+3						...	+3
		b. Printing	40					...	2						...	+2
		Subtotal Responsibility Center 7500						[+18]	[+391]						[+18]	[+391]
		TOTAL CONTROL CENTER						+60	+1,883						+60	+1,883

[illegible] *See Schedule 4a.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 OPERATING BUDGET REQUEST $ THOUSANDS

DETAIL OF ADJUSTMENTS & INCREASES BY RESPONSIBILITY CENTER

7

FUND: Name & Code D.C. UNIVERSITY (406)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

CONTROL CENTER: Name & Code ANTIOCH LAW SCHOOL (08)

Resp. Center Code	Sub-item No.*	Item of Adjustment by Responsibility Center	Object Class	Base Available		Base Reductions (-)		Redirections In/Out (+/-)		Transfers In/Out (+/-)		Increases (+)			FY 1986 - FY 1987 Net Adjustment (+/-)	
				CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	CFT Pos	Amount	Months Funded	CFT Pos	Amount	CFT Pos	Amount
08	8.1	Increase for the provisional assumption of the Antioch Law School		...	...								...	+1,300	...	+1,300
		TOTAL CONTROL CENTER											...	+1,300	...	+1,300

*See Schedule 4a.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY SUMMARY **1** CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

FY 1987 Capital Authority Request by Project Type	Number	Amount
Infrastructure	...	...
Public Facilities	3	3,906
Institutions	...	...
Site Acquisition	...	...
Major Equipment	1	875
	...	...
TOTAL	4	4,781

FY 1987 Capital Authority Request by Project Objective	Number	Amount
Restore Services	1	2,800
Enhance Services	2	1,740
Expand Services	...	...
Comply with Statute or Court Order	1	241
Stimulate Economic Development	...	...
Other	...	...
TOTAL	4	4,781

AGENCY OVERVIEW

The University of the District of Columbia is the state institute of higher learning in the District of Columbia. Its mission is to provide a comprehensive college-level education at an affordable cost to all eligible District citizens. Its curricula and programs are designed to provide university education and training of the highest quality. University programs are also required by charter to address special educational needs identified in District communities.

The university capital budget request for FY 1987 includes four projects that total $4,781,000. The four projects are: (1) Restoration of the Mather Building at 916-918 G Street, N.W. at a cost $2,800,000. The work involves the physical rehabilitation of the building and completion of previously funded HVAC replacement; (2) the updating of the energy-management capacity of existing equipment on the Van Ness Campus, $875,000; (3) Design for the removal of architectural barriers to the handicapped at all university facilities as required by District statute, $241,000; and (4) provision of a running track and underground irrigation system for the athletic field on the Van Ness Campus - items that were deleted from the Van Ness Campus Phase II construction for budgetary reasons. This project also includes the construction of a 100 vehicle surface parking facility adjacent to the southern end of the athletic field. The total cost of this project is $865,000.

Buildings on the Van Ness Campus were constructed between 1975 and 1980 and have a minimal life of fifty years. Therefore there is no replacement schedule for these facilities. A repair schedule for all university facilities, including older buildings on the Mount Vernon Square and Georgia-Harvard campuses, is now being developed and will be included in the university's next budget request.

The restored Mather building will continue to house the University's Art Department and exhibits, and other activities properly located on the downtown campus. The updated energy-management system, located on the Van Ness Campus, will be a state-of-the-art system and will enhance the system's current energy cost savings capability. The work to be done on the athletic field will allow the University to provide a complete physical education curriculum.

DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
Mather Building 916-918 G Street, N.W. Washington, D.C.	U23	2	1989	Site		...	...		...
				Design		205	70		275
				Project Management		155	50		205
				Construction		2,440	1,000		3,440
				Equipment		...	...		...
				TOTAL		2,800	1,120		3,920
Architectural Barrier Removal Various Locations	U25	DW	1988	Site		...		...	...
				Design		186		...	186
				Project Management		55		85	140
				Construction		...		2,330	2,330
				Equipment		...		...	...
				TOTAL		241		2,415	2,656
Delta 1000 Equipment 4200 Connecticut Avenue, N.W. Washington, D.C.	U28	3	1987	Site		...			...
				Design		...			...
				Project Management		...			...
				Construction		...			...
				Equipment		875			875
				TOTAL		875			875
Athletic Field Improvements 4200 Connecticut Avenue, N.W. Washington, D.C.	U34	3	1987	Site		...			...
				Design		87			87
				Project Management		58			58
				Construction		720			720
				Equipment		...			...
				TOTAL		865			865

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DISTRICT OF COLUMBIA GOVERNMENT
FY 87 CAPITAL BUDGET REQUEST
$ THOUSANDS

AGENCY LISTING OF REQUESTED CAPITAL PROJECTS

2
CAP

FUND: (Name & Code) CAPITAL (300)

AGENCY: (Name & Code) UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name & Location	Project Number	Ward(s)	Estimated Year of Completion	Project Phase	FY 1987 Federal Grants	District of Columbia Authority			
						FY 1987 Request	Prior Authority	Future Request	Project Total (District)
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
				Site					
				Design					
				Project Management					
				Construction					
				Equipment					
				TOTAL					
Agency Total:				Site		...	...	...	...
				Design		478	70	...	548
				Project Management		268	50	85	403
				Construction		3,160	1,000	2,330	6,490
				Equipment		875	...	...	875
				TOTAL		4,781	1,120	2,415	8,316

DISTRICT OF COLUMBIA GOVERNMENT **FY 87** CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE—REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name Mather Building Renovation	Project Number U23	Ward(s) 2	Project is: ☐ New Construction ☒ Renovation ☐ Repairs	
Project Location 916-918 G Street, N.W. Washington, D.C.		Estimated Completion Date FY 1989	Number of Square Feet 65,552	Useful Life (Years) 50 Years

Project Budget Authority:

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...		...				...		...
Design	205		70			–	275		275
Project Management	155		50				205		205
Construction	2,440		1,000				3,440		3,440
Equipment	...		...				...		...
TOTAL AUTHORITY	2,800		1,120				3,920		3,920

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		190		190
FY 1988		1,250		1,250
FY 1989		1,300		1,300
FY 1990		60		60
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		2,800		2,800

[illegible]

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☒
- Expand Service ☐
- Enhance Service ☐
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4 CAP

Fund Name & Code: CAPITAL (300)

Agency Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name: Mather Building Renovation

Project Number: U23

Project Location: 916 - 918 G Street, N.W., Washington, D.C. 20001

PROJECT JUSTIFICATION

The University of the District of Columbia requests $2,800,000 in new authority for the complete renovation of the Mather Building. The building was recently acquired by the District Government for occupancy by the University.

The $1,120,000 appropriated for this project in FY 1986 was not enough to complete the building renovation. A subsequent estimate of $3,800,000 was made by the Department of Public Works. The amount requested in FY 1987 represents additonal authority necessary to complete the project.

OPERATING BUDGET IMPACT

The rehabilitation of the Mather Building will reduce fuel, electricity, and plant maintenance costs for the facility by approximately $50,000 per year.

SOURCES OF REVENUE

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

IMPACT ON THE COMMUNITY

There will be employment opportunities for persons in the community. The project will not result in increased enrollment or vehicular traffic in the vicinity of the building.

SCOPE OF WORK

This project will include but not be limited to the following work:

-- Replace restroom flooring on six floors (200 sq. ft. each);
-- Replace plumbing lines and fixtures throughout;
-- Replace 216 wood windows and frames with metal windows and frames;
-- Replace elevator with 5'x 4' cab with 3' 6" door opening;
-- Enlarge elevator lobbies on seven floors to 12'x 20';
-- Widen stairwell to 7' 6" and enclose on seven floors;
-- Replace electric wiring throughout;
-- Complete HVAC repair (acid-clean all piping, replace burned out compressors, replace electric panel boxes and malfunctioning air handlers); and
-- Install art gallery on ground and basement floors including exhibit area, storage area, workshop area, six offices; and
-- Install temperature and humidity controls for a total gallery space of 5,000 square feet.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: CAPITAL (300)
Name & Code

AGENCY: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)
Name & Code

Project Name: Architectural Barrier Removal	Project Number: U25	Ward(s): DW	Project is: ☐ New Construction ☒ Renovation ☐ Repairs
Project Location: Various Locations	Estimated Completion Date: FY 1988	Number of Square Feet: Not Applicable	Useful Life (Years): Varies

Project Budget Authority:

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...				...				...
Design	186				...				186
Project Management	55				85				140
Construction	...				2,330				2,330
Equipment	...				...				...
TOTAL AUTHORITY	241				2,415				2,656

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		241		241
FY 1988		...		...
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		241		241

OB 3/80

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
Infrastructure ☐
Public Facilities ☒
Institutions ☐
Land Acquisition ☐
Major Equipment ☐

Objective of project is to:
Restore Service ☐
Expand Service ☐
Enhance Service ☐
Comply with Court Order or Statute ☒
Stimulate Economic Development ☐
Other ☐

Land Ownership:
Private ☐
Federal ☐
District ☒
Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
Yes ☐
No ☒
Number: ____________

See CAP 4 for further information

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BUDGET REQUEST FOR UNIVERSITY

Mr. **Dixon**. The Subcommittee on District of Columbia Appropriations will come to order.

The agency before us today is the University of the District of Columbia. They are requesting $69,015,000 and 1,365 positions for fiscal year 1987, an increase of $1.3 million above the fiscal year 1986 appropriation and no change in the number of positions.

We have with us today Dr. Joyce Payne, Chairman of the Board of Trustees, and Claude A. Ford, Acting President of the University of the District of Columbia.

Dr. Payne, if you have a prepared statement we would be pleased to receive it for the record. We would appreciate if you would orally highlight it for the Committee. We will then ask President Ford to make any comments he would care to make.

PREPARED STATEMENT OF PRESIDENT OF BOARD OF TRUSTEES

Dr. **Payne**. Thank you, Mr. Chairman.

We are very pleased to come before this body again in defending the appropriations budget for the University of the District of Columbia.

You will have copies of my statement.

[The statement referred to follows:]

Mr. Chairman, members of the sub-committee on D.C. Appropriations, it is my pleasure to be with you today to present the resource requirements of the University of the District of Columbia. I am N. Joyce Payne, chairperson of the university's Board of Trustees. I am accompanied here today by several of my colleagues on the board. They include: Dr. Daniel I. Fivel, the board's treasurer, and Dr. Thomas Hart, vice chairman of the board.

I am comfortable in suggesting to you, Mr. Chairman, that we come before your committee today stronger than we were when a representation was last made here on behalf of the university. Matters about UDC that concerned the public most last summer have been resolved by university leadership and the problems have been remedied to the extent that solutions were possible.

I believe we have satisfied our principal oversight body within the District government that our efforts to correct structural problems have been effective and that our determination to remain vigilant in the exercise of our fiduciary responsibilities as trustees is intact. Events of the recent past sharpened our sensitivity to our oversight responsibilities and made us acutely aware of our duty to provide effective leadership necessary to move the university forward.

It is the board's belief in the academic integrity of the university that prompts its members to give unselfishly of their time and energy to help shape the character of the University of the District of Columbia. Furthermore, our individual and collective belief in the the ethical and professional integrity of the current interim administration encourages us to look forward rather than to the past.

Having been a member of the Board of Trustees since 1979, I have enjoyed an active role in the university's growth and development for seven years. I was honored when my colleagues elected me to serve as chair of the board, and it is my commitment to the future of the university and to public higher education in the District of Columbia that brings me before you today.

I believe it might be useful if I spend a moment to bring you up-to-date on some of the activities we have been involved in since August of last year.

We have undergone a thorough, searching examination of our fiscal policies and practices. The D.C. Auditor, the Education Committee of the D.C. City Council, and the General Accounting Office have taken a look at us. As I indicated before, we have corrected past oversights, plugged all known loopholes, and increased dramatically our availability to public scrutiny through our formal adoption of an "openness" policy.

We have approved the interim administration team assembled to operate the university pending our selection of the fourth president of the university. That interim team, I might add, is doing the kind of excellent job that provides us with the time we need to carefully, cautiously, and exhaustively search for a successor to the former president.

A Presidential Search Committee has been appointed and is proceeding with its important business. It has met approximately a half-dozen times, has held hearings for the university community and the city-at-large to learn what essential qualities citizens prefer in the next university president, and has appropriated thoughts elicited therefrom to frame the language of a recruitment advertisement published recently in a national educational publication.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK 4 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name	Project Number	Project Location
Architectural Barrier Removal	U25	Various Locations

PROJECT JUSTIFICATION

The University of the District of Columbia requests $241,000 in new authority for the design of modifications to its facilities by removing all architectural barriers to the handicapped. We must be in compliance with legislation requiring all public facilities to be accessible to those with physical disabilities. This involves appropriate door and cab sizes for elevators; appropriate dimensions for toilet stalls and fixtures; wheelchair ramps where required by law; and appropriate heights for dinking fixtures.

An additional $2,415,000 will be requested in FY 1988 for construction of the building modifications.

OPERATING BUDGET IMPACT

The removal of architectural barriers at university facilities will not affect the operating budget.

IMPACT ON THE COMMUNITY

Members of the community who have physical handicaps will have unhampered access to all university facilities as required by law.

SOURCES OF REVENUE

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

This project involves removing hundreds of architectural barriers in university occupied buildings in accordance with detailed specifications submitted to the Department of Public Works with the FY 1986 - 1991 request.

The project will include but not be limited to:

-- Providing automatically activated doors where required;
-- Renovating restrooms to provide appropriate dimensions for stalls and heights for fixtures;
-- Lowering of drinking fountains to specified heights;
-- Providing proper widths for all door openings;
-- Providing access ramps to buildings where the entrance level is above street level; and
-- Providing elevators with cab sizes and door widths as required by law.

DISTRICT OF COLUMBIA GOVERNMENT FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND Name & Code: CAPITAL (300)
AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name: Delta 1000 Equipment	Project Number: U28	Ward(s): 3	Project is: ☐ New Construction Not Applicable ☐ Renovation ☐ Repairs	
Project Location: 4200 Connecticut Avenue, N.W. Washington, D.C.		Estimated Completion Date: FY 1987	Number of Square Feet: Not Applicable	Useful Life (Years): 30 Years

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	...						...		...
Project Management	...						...		...
Construction	...						...		...
Equipment	875						875		875
TOTAL AUTHORITY	875						875		875

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		740		740
FY 1988		135		135
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		875		875

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☐
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☒

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK

4
CAF

FUND Name & Code: CAPITAL (300)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name	Project Number	Project Location
Delta 1000 Equipment	U28	4200 Connecticut Avenue, N.W., Washington, D.C. 20008

PROJECT JUSTIFICATION

The University of the District of Columbia is requesting $875,000 in new authority to update the Delta 1000 energy-management system. The new authorization will provide the capacity to monitor and control all energy consuming systems on the Van Ness Campus, including all interior and exterior lighting. The addition of up-to-date sensing and control equipment will substantially reduce energy costs for the nine buildings and ancillary area that comprise the Van Ness Campus.

Authorization to modernize this system will bring the lighting system under monitoring and control and will enhance the efficiency of the existing system.

OPERATING BUDGET IMPACT

Modernization of the Delta 1000 equipment at the university's power plant will reduce fuel, electricity and plant maintenance costs for the entire Van Ness Campus by $75,000 to $100,000 per year.

SOURCES OF REVENUE

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

IMPACT ON THE COMMUNITY

Although this project will have no direct impact on the community, the community will be well served by the resultant reduction in the cost of providing heat, light and cooling for its public university. The project directly supports the comprehensive plan goal "to support the cost effective delivery of municipal programs and services ..."(Sec. 602)

SCOPE OF WORK

The scope of work will include the following:

-- Installation of a data-gathering panel system, downstream control sensors, automatic lighting controls, and variable speed motors for the 43 50-horsepower air handlers on the Van Ness Campus.

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DISTRICT OF COLUMBIA GOVERNMENT ★ ★ ★ FY 87 CAPITAL BUDGET REQUEST $ THOUSANDS

CAPITAL PROJECT SCHEDULE – REVENUE & EXPENDITURE SUMMARY

3 CAP

FUND: Name & Code CAPITAL (300)

AGENCY: Name & Code UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name Athletic Field Improvements	Project Number U34	Ward(s) 3	Project is: ☒ New Construction ☐ Renovation ☐ Repairs	
Project Location 4200 Connecticut Avenue, N.W. Washington, D.C.		Estimated Completion Date FY 1987	Number of Square Feet 56,250	Useful Life (Years) 30 Years

Project Budget Authority

Phase	FY 1987 District Request	FY 1987 Federal Grant(s)	Prior District Authority	Prior Federal Grant(s)	Future District Request	Future Federal Grant(s)	Total District Authority	Total Federal Grants	Estimated Total Authority (District + Federal)
Site	...						...		...
Design	87						87		87
Project Management	58						58		58
Construction	720						720		720
Equipment	...						...		...
TOTAL AUTHORITY	865						865		865

Allocations of Expenditures Based on FY 1987 Total Capital Authority

Fiscal Year	General Fund	Bonds/Loans	Grants	Total
FY 1987		735		735
FY 1988		130		130
FY 1989		...		...
FY 1990		...		...
FY 1991		...		...
FY 1992		...		...
FY 1993		...		...
FY 1994		...		...
FY 1995		...		...
TOTAL		865		865

OB 5/85

Supplementary Project Information

If grant funded, name the grantor:

Project is related to:
- Infrastructure ☐
- Public Facilities ☒
- Institutions ☐
- Land Acquisition ☐
- Major Equipment ☐

Objective of project is to:
- Restore Service ☐
- Expand Service ☐
- Enhance Service ☒
- Comply with Court Order or Statute ☐
- Stimulate Economic Development ☐
- Other ☐

Land Ownership:
- Private ☐
- Federal ☐
- District ☒
- Not Applicable ☐

Will the project cause the relocation of individuals or businesses?
- Yes ☐
- No ☒

Number: ____________

See CAP 4 for further information

DISTRICT OF COLUMBIA GOVERNMENT — FY 87 CAPITAL BUDGET REQUEST

PROJECT JUSTIFICATION & SCOPE OF WORK — 4 CAP

FUND Name & Code: CAPITAL (300)

AGENCY Name & Code: UNIVERSITY OF THE DISTRICT OF COLUMBIA (GF)

Project Name	Project Number	Project Location
Athletic Field Improvements	U34	4200 Connecticut Avenue, N.W., Washington, D.C. 20008

PROJECT JUSTIFICATION

The University of the District of Columbia is requesting $865,000 in new authority to construct an underground irrigation system and a running track on the Van Ness Campus athletic field; and a 100 car surface parking facility immediately south of the athletic field.

The Physical Activities Center, was completed in 1980 as part of the Phase II construction project on the Van Ness Campus. The athletic field was included in the construction contract for that facility. Depletion of funds caused the running track and underground sprinkler system to be eliminated from the project.

Completion of the Physical Activities Center facility by building the running track and irrigation system will allow the University to fully implement its physical education curriculum.

The 640 car capacity of the existing underground parking garage is inadequate for the University's students, faculty, staff and visitors. Also, on-street parking is limited. The provision of 100 surface parking spaces adjacent to and south of the athletic field will provide much needed relief.

OPERATING BUDGET IMPACT

The effect of this project on the operating budget will be the small added cost of maintenance for the parking lot.

IMPACT ON THE COMMUNITY

More on-street parking will be available to community residents.

SOURCES OF REVENUE

This project will be financed by proceeds from general obligation bonds issued by the District of Columbia government.

SCOPE OF WORK

The scope of work for this project will include:

-- Constructing a standard National Collegiate Athletic Association two lane running track around the existing athletic field, that is located adjacent to and south of the Physical Activities Center;

-- Installating an underground irrigation system to cover the athletic field that is 50 yards wide by 120 yards long
  a. 3/4 inch piping
  b. sprinkler heads - 24 inches apart
  c. pumbing system - 10 gallons per minute; and

-- Constructing a surface parking lot for 100 vehicles, directly south of and adjacent to the athletic field;

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For professional and technical assistance, we have engaged the Presidential Search Consultation Service, a non-profit unit of the Association of College and University Governing Boards, which tailors its efforts to complement and support the trustees' through each stage of the search process.

The dozens of other institutions which have used this service speak highly of it. We believe our use of the consulting group will help us to steer safely around many of the pitfalls frequently encountered in the presidential search process of the past.

Meanwhile, as the search proceeds, we are acting on the belief that the board should exert greater influence in planning and shaping the future of the university. In keeping with D.C. Law 1-36, Section 206 (1) (2), the Board of Trustees, in 1981, submitted to the District of Columbia Council and to the mayor a five-year Master Plan for the development of the university. We are currently developing another long-range plan to guide the growth of the institution.

Nationwide austerity measures, general professional concerns in higher education, and specific mandates from our oversight bodies in the District of Columbia have convinced trustees of the value, wisdom, and virtue of planning for longer periods. I believe that a 20 or 25-year plan, with five-year revisions, would enable the board and the administration to set educational and fiscal priorities and to systematically chart the educational direction of the university

Such a long-range plan would also lessen the unproductive competition for limited resources within the university. Moreover, it would permit us the luxury of more carefully planning our personnel needs based on program direction and allow us to work toward fixed internal development goals.

As a preliminary part of our planning efforts, mandated by the D.C. City Council, we are working toward a target date to: (1) reduce the university's administrative costs, and (2) reallocate faculty resources and arrive at a more equitable distribution of faculty positions based on program needs. Our thorough and searching analysis of administrative and academic units brought on by these two activities will assist us in developing the kind of long-range plan I mentioned earlier.

As a corollary, we are using these exercises to respond to another requirement made more imperative by these austere times. Clearly, institutional support as a percentage of our operating cost has been too high in the past. The cost-cutting efforts currently underway at the university will result in bringing our institutional support costs more in line with the national average for public higher education institutions than at any other time in our brief history.

When all is said and done, we will be merely about 2 percentage points beyond the mark. The effort, as the acting president has said in another setting, represents "the beginning of a long road toward academic excellence and efficient management".

As we busy ourselves planning the future and shaping the character of the institution, we are also committed to retaining our important mission while improving academic achievement levels for our students and raising academic standards. Currently, we are examining our program, organization and structure for remedial instruction with a view toward greater student and faculty accountability. We expect to establish, with faculty cooperation, specific targets for raising academic standards over the period covered in our next long-range plan.

As the Chairman knows, I have had some thoughts about establishing a blue-ribbon national commission of distinguished educators to examine UDC from top to bottom, from its creation until now. It would be my hope that such a group might provide assistance to the board in identifying the most productive direction in which the university might go in the immediate and long-range future.

Nothing I have said, Mr. Chairman, will cause us to turn our vision from the quest for academic excellence, now and in the future. Thus, we shall continue to encourage professional accreditation of our programs and retention of the accreditation of others, even as we slow escalating personnel costs and contain them within acceptable limits.

Even as we absorb or sustain cuts in our budget, as we did at the municipal level for the coming fiscal year, we will direct our resources toward the retention of the accreditation of our academic programs.

It is to the credit of our faculty and administration that at least 15 academic programs are already accredited by their professional associations. Ten of these received initial accreditation after the consolidation of the university. For the sake of our students and the morale of the faculty, we must preserve what we have achieved.

Back in March of this year, Mr. Chairman, the Board of Trustees voted affirmatively for a resolution containing language which said "the board views favorable the acquisition of the Antioch Law School and will move with all deliberate speed to effect said acquisition ..." Our examination of the impact of such an acquisition proceeds on, Mr. Chairman, for we are determined to hold harmless the academic programs that are already in place and serving the residents of the District of Columbia.

Clearly, we will have to reach a conclusion on this law school issue soon, and much of the decision-making among trustees will revolve around the availability of dollars that can support a new program, while keeping intact the academic mission of the institution.

We are aware that budget decisions under the best of conditions are never easy to make when there are competing public needs. At the same time, Mr. Chairman, we believe that public higher education in the District of Columbia deserves the chance to flourish and thrive, as it has done in the other jurisdictions of America with the consent of the governed. We know you share our belief.

Mr. Chairman, I would now like to introduce the university's acting president, Mr. Claude A. Ford, I will defer to him as he brings to you a more specific request related to the university's resource needs. Thank you for indulging me, Mr. Chairman, and I am especially grateful to you for your past support of the District's public higher education institution.

HIGHLIGHTS OF BOARD PRESIDENT'S STATEMENT

Dr. PAYNE. I would like to highlight several activities that the University is currently engaged in and talk a little about the fiduciary responsibility of the Board of Trustees of the University.

As you know, the Board is very much engaged, as most boards, in formulating policies and carrying out its oversight responsibility.

Over the past year, the oversight responsibility has intensified in view of the fact that we have been forced to engage in some reassessment of our financial management system.

We are confident at this point given the policies that were already in place, that those policies are being adhered to and we have set up trigger mechanisms to alert us to problems that may occur.

We are not only engaged in intensive oversight of the financial system to assure the public confidence in the University and the proper management system, but also to be assured that the academic integrity of the University of the District of Columbia is adhered to.

We are very confident under the current administration that the academic programs of the institution are stronger than ever, that our financial management system in relation to the integration of systems with the District of Columbia are stronger than ever.

We went through a very intensive period of scrutiny by the D.C. City Council, by the Auditor's Office and by the General Accounting Office.

Given the series of hearings and the series of assessments that were mandated by those bodies, we feel that we have eliminated loopholes in the process and, as I said earlier, have dramatically increased our ability to carry out our oversight responsibility.

In keeping with that oversight responsibility, we have passed new policies to further open the process in terms of the Sunshine laws, and so we now have a very strong openness policy at the University that has its, as you know, its advantages and disadvantages.

But we are very pleased with the fact that our committees are now open to the entire public, that the board sessions are now open to the entire public, and we have had few opportunities at the University to have closed sessions other than those mandated by the Sunshine laws.

SEARCH FOR NEW PRESIDENT

We have also been engaged over the last two months in the President's search process. We deem that the most important responsibility of the Board, equal to our fiduciary responsibility is to identify a President within this year.

I have appointed a search committee that I think is highly representative of the University and also the community with a former President serving on that search committee, Lisle Carter, and a former board member, Lorraine Whitlock.

That search committee is also working in consultation with a presidential search consultation program under the Association of Governing Boards.

We felt that it was essential that the search process be of the highest credibility and also be carried out in a decentralized manner, and recognize that the public confidence in the city, the public confidence in the University, had eroded to some degree over the last six months.

We do feel that this process will be highly open.

We have a series of meetings on campus. We have held hearings at the University to elicit recommendations from the University campus community and also from key leaders in the District of Columbia, including the City Council, regarding the needs of the University.

So, we are very optimistic, particularly about that process and it is continuing and will continue through September.

HIGHLIGHTS OF 5-YEAR PLAN

I would also like to highlight our five-year plan.

We have been impressed with the fact that the higher education community is moving in a much more cohesive, coherent fashion in terms of planning.

Although we engaged in the development of the five-year plan, we are now considering the possibility of a 10- or 20-year plan that will simply highlight the milestones and also identify goals and objectives that we hope to achieve within a reasonable time frame.

So, we are now talking about a 20- or 25-year plan with five-year decisions to determine the extent to which we have accomplished those goals and objectives identified.

You are probably very familiar with the former Secretary of the Department of Education's report on involvement in learning which emphasized the need for engaging in periodic reassessments of the University's management system and academic programs.

We support that particular recommendation and are currently involved in looking at the possibility of expanding our five-year plan.

We believe that long-range development and long-range planning would not only undergear the strength of the academic programs of the University, but would also allow the District of Columbia to be more involved in the planning process and also help us carry out our economic development responsibility as a land grant institution.

We recognize and appreciate the fact that as a land grant institution we serve as an economic instrument of the state and of the city and consequently will be involved on an ongoing basis in the planning process that accommodates the labor needs of the city to assure that the academic programs are concomitant with the changing plans of the centers.

DEVELOPING MANAGEMENT PLAN

That planning process will continue. I would also point out that over the last year and a half we have had the responsibility of developing a management plan.

The purpose of that management plan was to not only tighten up and streamline the administrative staff but to also provide us with the appropriate data to make some determination about equitable distribution of administrative staff.

We are also looking at the reallocation of faculty resources to develop a more equitable distribution of faculty in line with strengthening the utilization of academic staff.

That plan is now before the board.

Yesterday, we had a committee meeting, an ad hoc committee on management to discuss the management plan.

I must be very candid to say that the management plan was not passed by that ad hoc committee, and we are now looking at some other alternatives to provide us with an opportunity to accommodate some of the major concerns that board members may have, but to also make sure that we can go through the kind of reduction that needs to take place before we have a new President come into the University and be saddled with the enormous responsibility of making very critical decisions about reductions in administrative staff.

We have been mandated by the City Council and, of course, I understand that that is one of the concerns of the committee as to where we are in the development of that plan.

The Board will be meeting at a special meeting on the 29th, and hopefully, that will be an agenda item.

We are also engaged in re-examining the organizational structure of the University to assure that remedial programs are strengthened for the students we serve.

Obviously, we receive a number of students who come with a multi-faceted need in terms of educational needs and social and economic needs.

We are engaged in looking at our university college to strengthen programs and to better design programs so that they are specifically targeted for those explicit needs that are identifiable and tracked through the educational process.

I think I have given you some of the major concerns that we are involved in as a board of trustee member and also as a board collectively.

ESTABLISHING BLUE RIBBON NATIONAL COMMISSION

You also are familiar with the fact that we have discussed with staff and at the City Council level and with congressional staff the possibility of establishing a Blue Ribbon National Commission.

Although we have not appointed that commission at this point, we are continuing the planning process internally so that we have faculty members and administrators involved in the process.

We hope to have that committee convened. I hope to keep that agenda item before the trustees. I think it is extremely important that we have key leaders throughout the country provide us with an independent assessment of where the University is and where the University hopes to be in the next 20 years.

Higher education is facing challenges and opportunities, and we want to make sure that we can reach the flagship goal we have established for the University.

$5 MILLION SHORTFALL

We anticipate some very critical decisions being made now that we are faced with a $5 million shortfall.

Although we recognize the [illegible]nitude of that shortfall in terms of our ability to operate, we [illegible] recognize that, as I said earlier, we must go through a periodic assessment of how the University is being managed to assure that we are utilizing our resources correctly.

I would also encourage this committee to be as tough as you need to be, and I am sure you will be on a number of issues.

We think we have not solved all the problems, but we do think we have the resources on the Board administratively and the kind of leadership under the Acting President, Mr. Ford, to make some bold decisions and to make the changes that are needed at the University to tighten up our administrative team and the faculty.

I have been passed a note that I cannot read so I will have to defer to the President.

Today we have with us, of course, not only Mr. Ford, our Acting President, but a number of other staff members.

The new President of the Faculty Union and, I believe, the Vice-President of the Faculty Union and our budget staff will be available for any specific questions you might have.

Mr. DIXON. Thank you Dr. Payne. President Ford.

OPENING STATEMENT OF ACTING PRESIDENT OF UNIVERSITY

Mr. FORD. Mr. Chairman, I wanted to say I appreciate the fact that you have us here and also would like to thank you and the committee for the tremendous support that you have given the University in the past.

I think you understand that this past year has been an unusual one for this administration.

Mr. DIXON. I do.

Mr. FORD. We have worked diligently to prepare management plans and address a range of concerns from the City Council and from the Board of Trustees.

I hope you understand that that has not afforded the opportunity normally given to administration's long-range plans, because we have been in a fairly reactive mode.

Dr. Payne covered many of the activities that the University is going through at this time.

I will have a formal statement that will be left with the committee, and with that I will be prepared to answer any questions.

Mr. DIXON. Thank you very much, President Ford.

PREPARED STATEMENT OF ACTING PRESIDENT OF UNIVERSITY

[The statement of Claude A. Ford follows:]

Mr. Chairman, distinguished members of the House Sub-Committee on D.C. Appropriations, friends and supporters, I bring you greetings from the campus of the University of the District of Columbia. My name, for the record, is Claude A. Ford. At the moment, I am a employee of UDC, temporarily wearing the title of acting president of the university.

I welcome the opportunity to indicate to you the resource requirements of UDC for Fiscal Year 1987. As usual, we are grateful for the time you have set aside for us to explain in detail our reasons for seeking your support of the funds we request to meet the university's needs.

We are all sensitive to and appreciative of the committee's support in the past. Certainly, I would be remiss if I failed to make special mention of the chairman's past consideration of the university's unique needs.

It has been the committee chair who has insisted on an appropriate level of support for the growth and development of the university. And I speak on behalf of the entire university community when I say that we are grateful for your understanding of public higher education.

Now, more than ever before, the universitiy's critical needs deserve a sympathetic hearing. Your thorough examination of our goals and objectives as made plain by the numbers will reveal how close we are to achieving the status of a first-class public university with a mission capable of touching a majority of the citizens of the nation's capital.

To assist the trustees and me in making the case for the university and its Fiscal 1987 budget request, I am accompanied by UDC's senior administrators. I want you to know Dr. Samuel Sullivan, acting provost and vice president for Academic Affairs; Mr. James McIver, acting budget director; and Mr. W. Louis Stone, deputy budget director. Several other university officials are seated nearby and will be responsive, as needed, to the concerns of the chairman and the committee.

The chairperson of the university's Board of Trustees has done a thorough job of briefing Congressmembers about the challenges met and the opportunities ahead that UDC will be called upon to address in the months to come. Her presentation has been full and all-encompassing. I am left with the task of simply indicating for the record the extent of the university's resource requirements. I will also seek to assure the chairman that our utilization of public dollars has been prudent and in the public interest.

The budget request we are prepared to defend today seeks $69,015,000 and 1,365 positions. Its bottom line represents a no-growth budget compared to our FY'86 allocations.

In the interest of providing the chairman with some background about our responsiveness to the current austere fiscal environment, it may be useful for you to know that the university is in the process of absorbing almost $5 million of FY'87 budget needs that the mayor of the District of Columbia did not fund. UDC trustees, with the cooperation of the administration, fashioned a belt-tightening savings plan that requires the institution to manage an approximately $4.7 million shortfall in its original projection of FY'87 needs.

The absorption required of the university to meet the mayor's mark will make the institution much leaner. We are giving up one of our leased buildings at our downtown "campus". We are reducing the university's subsidy of the intercollegiate athletics program by some 20 percent. We are ending the university's overmatch in funding the Cooperative Extension Service programs.

The centerpiece of our austerity efforts is the promised $1.7 million in administrative cost reductions. The administration has submitted to the board for its review and approval a Management Plan which identifies work functions that can be re-distributed or ended and positions related to those functions which might be eliminated in order to effect cost savings.

About 63 positions have been identified in this exercise. They will be prime candidates for elimination should the board approve the management plan and a reduction-in-force.

In previous years, we have been made aware that the university's costs for institutional support have been above the national average for public institutions of higher education. In our subsequent examination of ways to grapple with that issue, we have determined that the national average applied to UDC is actually higher than it was thought to be and that UDC's costs for institutional support were less than we had stated.

UDC had been reporting certain operating costs under institutional support which should have been listed under other categories, such as academic support and student support. Once we corrected those reporting errors, we found institutional support costs were actually closer to the adjusted national average. Should the positions identified in our Management Plan actually result in administrative cost savings, UDC's institutional support costs will be approximately only about 2.4 percent above the real national average.

I am comfortable in suggesting to you that UDC is behaving more responsibly than ever in the use of public dollars to accomplish the mission for which it was established.

The Management Plan I spoke of will also reflect our effort to respond to the City Council's wish for instructional resources to be arrayed in a manner that more nearly reflects the mission and goals of the university. So, again, you can see that we are moving on all fronts to achieve efficiency of operation.

The university is no stranger to accountability, Mr. Chairman. Over the past five or six years, we have been a cooperative partner in the District's governing process. When we were called upon to assist the District Government in its efforts to manage past fiscal difficulties, we willingly contributed to various savings plans. We are still cooperative, as you can see, and we are still partners in progress.

It is important to the future of this newly enfranchised jurisdiction that its university be permitted to grow and thrive as state higher education institutions have done, over time, in other places. UDC was created at a time when its counterparts in other states were hitting their stride. Our efforts to match their accomplishments and their services to the communities that support them have been comparatively expensive.

Their start-up costs of decades past absolutely pale beside our own. We are forced to operate in the public backlash to a multi-trillion dollar national economy, with a $200 million federal deficit. They were not. We are forced to operate in a multi-billion dollar local economy. They were not ... at the start.

As one example, Mr. Chairman, the cost of leasing office buildings for classroom space is high today. The price tag for constructing entire compuses during the start-up days of our counterparts was not much more than we have had to pay out in lease costs for scattered sites. We have not had the advantage of major facilities grants and loans that went to higher education institutions in the '60s but ended in the '70s.

All year long, Mr. Chairman, we have been cautioning those who have been prime beneficiaries of compassionate public policy in the good old days to be especially vigilant in their examination of funding questions posed by those who rush to unfair comparisons of UDC with century-old counterparts. Comparing apples with apples is a fruitful exercise; no pun intended. Comparing apples with oranges is unfair to both and not in the public's interest.

In the interest of time, Mr. Chairman, I will end my prepared remarks at this point, with my thanks to you for indulging me the time to offer comments in support of the institution's budget request. I will be pleased to respond to your questions and concerns, as will the senior administrators who have accompanied me here today.

TIMETABLE FOR SELECTION OF NEW PRESIDENT

Mr. DIXON. Is there a timetable for the selection of a new president or is that open at this point?

Dr. PAYNE. It is not open-ended. We have identified September-October as a critical time period.

I must reiterate, however, that we are much more involved and concerned with putting together a highly credible process than the time frame.

We want to make sure that as the process culminates that we have the advantage of having a full faculty on the campus.

During the summer, I don't think is the best time to present a new candidate to the University community, so it is highly likely that we are talking about September or October.

The announcement has been made in the chronical. We have received a large number of recommendations and also a large number of applicants, so we are not in any way pessimistic about the national image being damaged to any extent.

Mr. DIXON. To attract good qualified applicants?

Dr. PAYNE. Absolutely not.

LEVEL OF FUNDING IN FY 1987 AND FY 1986

Mr. DIXON. I notice that for all practical purposes your budget for FY 1987 is the same as it was last year, $69 million with the exception of a $1.3 million increase for the acquisition of Antioch Law School which I would like to talk about in a few moments.

Is this the budget that the University requested or is this the final mark the Mayor and the City Council approved for the University?

Did you ask for more money?

Dr. PAYNE. We did request additional funds. This was the mark. The mark was to a large extent based on the student enrollment decline that the University suffered to some extent.

We had established a projection of approximately 15,000 students, I believe. There was a short fall in that projection.

Mr. FORD. The reduction is $4.7 million less than that requested of the Mayor.

The original request was some $72.2 million. That was before the addition of the Antioch Law School.

OVERVIEW OF STUDENT POPULATION

Mr. DIXON. Can you give me a brief overview of your student population?

What is the total population, the number of full-time students, how many part-time students, the number that receive degrees annually—just an overview of your student population and the fees involved.

Mr. FORD. At the present time there are 12,080 students.

It is a fairly diverse group. Approximately 55 percent of those students are females, and 45 percent male.

They tend to be slightly older than the average student nationally. The average age is 27.

Of the graduating class the average age was 30 years of age. Fifty percent of those students graduating had children.

We had seven students over 65 who graduated, so it tends to be a very diverse group.

FEES AND TUITION RATES

We are moving now to a tuition fee of $600 for resident students, $1,200 for non-resident undergraduates, $2,400 for non-resident graduate students.

The fees at the present time are relatively low. The athletic fee is $10 per semester. We have laboratory fees established at $5.

We have requested of the Board, and the board denied the request, to increase the athletic fee from $10 to $20 to off-set what amounts to a 20 percent reduction of the total athletic budget.

RACIAL MAKEUP OF STUDENT BODY

We will talk about that more in a moment.

But the student body is approximately 85 percent black. The rest are made up of other cultures.

Ten percent of the students, some 1,200, are foreign students who enter into the University and make significant contributions in the 131 programs that we offer.

NUMBER OF FULL-TIME STUDENTS

Mr. DIXON. Of your 12,080 students, how many are full-time students pursuing a degree?

Mr. FORD. Here again, we are fairly unique. The bulk of our students are part-time.

Thirty-seven percent of our students, some 4,400, are full-time students, taking a full load, which is 12 credit hours.

The balance, 63 percent, take less than 12 hours.

ACQUISITION OF ANTIOCH LAW SCHOOL

Mr. DIXON. You mentioned the $1.3 million in your budget for the acquisition of Antioch Law School, I would like to explore that.

As I understand it, the City Council added the $1.3 million and the Board of Trustees has at this point not made any policy decisions as it relates to the acquisition of Antioch Law School, is that correct?

Dr. PAYNE. Yes, that is correct, Mr. Chairman.

On March 27, 1986 the Board of Trustees acted on a resolution that explicitly stated that the Board views favorably the acquisition of Antioch and will move with all deliberate speed toward that acquisition.

Obviously, that places us in the position of negotiating with Antioch around the acquisition. I established an ad hoc committee that has been working intensively over the last two months.

That committee was chaired by Mr. Herb Reid. That committee has a budget subcommittee, a policy subcommittee and an accreditation subcommittee.

Our primary concern at this point is to work very closely with the American Bar Association [ABA] to ensure that if, in fact, the acquisition takes place that we acquire an accredited institution.

We are now involved in looking at a final budget. That budget will come before the Finance and Audit Committee on the 28th and to the Board of Trustees. The special meeting we are holding on the 29th was convened specifically to address the Antioch issue.

So, we are still in the negotiation stage and I cannot give you any indication at this point as to what action the board will take.

STATUS OF ACCREDITATION FOR ANTIOCH

Mr. DIXON. What is the status of Antioch as it relates to accreditation?

Dr. PAYNE. Antioch is now in a position of attempting to encourage the American Bar Association [ABA] to approve an application for accreditation and to also acquiesce on those noncompliance areas which include a list of 23.

The position that ABA has taken thus far—and we have had a series of conference calls and a recent briefing with members of the team—is that there are three major items that have to be addressed immediately.

One is facilities. Those facilities would have to meet minimal standards in terms of state-of-the-art, law schools being the frame of reference.

They would also have to involve Antioch and the students in a remediation developmental program, recognizing that a large number of the students are considered high-risk students that they are currently serving.

The third area of major concern was the professional development and quality of faculty. We would have to address the need to upgrade the quality of faculty.

Those three concerns out of the 23 noncompliance areas would have to be addressed in the immediate future with the development of a compliance plan that would be presented to the ABA team on June 9th.

They expect to make a decision on the acquiescence of noncompliance by June 26, 1986.

Thus far, the ad hoc committee met two days ago. It was split on the decision of acquisition, and if that is indicative of what I am anticipating on the 29th, I think you can understand where we are in the process.

The major dilemma is the accreditation, the lack of assurance in terms of acquiring a school that meets standards.

Mr. DIXON. So at the present time Antioch does not have full accreditation?

Dr. PAYNE. At the present time it does not. That decision will be made on June 26th.

It has full accreditation with 23 areas of noncompliance in terms of meeting all of the standards.

AFFILIATION WITH ANTIOCH UNIVERSITY

Mr. DIXON. And it is affiliated with Antioch University?

Dr. PAYNE. That is correct.

PROFIT OF ANTIOCH LAW SCHOOL

Mr. DIXON. Does it show a profit at the present time?

Dr. PAYNE. No, it does not show a profit.

ASSESTS INVOLVED IN ACQUISITION

Mr. DIXON. I guess what I am getting at—my question is really, what is the University of the District of Columbia acquiring?

I suppose there is probably some property, some real estate that Antioch owns, and I assume they have some kind of a law library.

Dr. PAYNE. Yes, they do.

Mr. DIXON. So, when you purchase a law school, what are you acquiring?

Dr. PAYNE. We would be acquiring the Antioch tradition. We would be acquiring the students. We would be acquiring all the assets and liabilities of the institution.

That is one of the major areas of concern that we have to consider at this point, the extent to which that acquisition enhances the University of the District of Columbia.

Mr. DIXON. You probably know my position, not wanting to get involved in the University's business or in the District government's business. My involvement is general and from the perspective that you are asking for more money to acquire a private school. So it is only from that perspective that I ask.

Let me ask my question another way.

STARTING A NEW LAW SCHOOL VERSUS ACQUIRING ANTIOCH

If the regents decide to offer law training to students, why can't you start a new law school?

I mean, why do you have to go out and acquire one that probably isn't doing too well now? You can find a dean of a law school and take six months and set up a curriculum and add some law instructors—I don't understand why you have to go out and acquire a law school.

Are there some assets there that—do you understand the question?

Dr. PAYNE. I understand what you are saying very clearly.

Neither the Board nor the administration went out looking for a law school.

Mr. DIXON. That is what I am trying to get at.

Dr. PAYNE. We were approached by the administration at Antioch to consider the possibility of a merger and/or acquisition.

Given the status of Antioch, and I must give a little history—not history but just to state that this was not the first time we had been approached about an acquisition, so this was a continuation.

We also suggested that the transitional period would require approximately $2.3 million as opposed to $1.3 million.

That budget figure has changed also in the last two weeks. We are in the process of considering the FY 1987 supplemental and the FY 1986 supplemental. That has not been fully addressed in the appropriations.

The $1.3 million at this point would not serve the maximum needs of the University of the District of Columbia.

We are giving it thorough consideration. If, in fact, we acquire it, we hope to acquire it with full appropriations for FY 1986 and FY 1987.

We also hope to acquire it with some assurance that we can meet the noncompliance areas.

OWNERSHIP OF ANTIOCH PROPERTY

Mr. **Dixon**. Does Antioch own the property it occupies?

Mr. **Ford**. It does not. It was in one building owned by the Meyer Foundation——

Mr. **Dixon**. I thought you were at least getting some real estate for this $1.3 million.

Mr. **Ford**. It owns library holdings and furniture and equipment. It does not own the property. Antioch has one building that it owns that it allows the law school to use.

That building would not be transferred——

Mr. **Dixon**. It would not be?

Mr. **Ford**. It would not be.

ITEMS INCLUDED IN ACQUISITION OF ANTIOCH

Mr. **Dixon**. Well, other than the student population—what are you buying? I don't understand what you are buying.

Mr. **Ford**. It would be the program as an entity. It would be an accredited law school at the present time which is something that you would not gain if you started a law school.

It would have the library holdings and the furniture and equipment. We would still have to provide a location for the law school.

We would have to renovate those facilities in order to house that law school, so essentially, it would be an operating program, one already underway, rather than one you tool up.

Mr. **Dixon**. $2.3 million sounds like an awfully high price for what you are getting.

MANAGEMENT PLAN AND ABSORPTION OF FY 1987 INCREASES

In your budget you indicate that at the direction of the City Council you are developing a comprehensive management plan, and you also have language about the absorption of $5 million of your projected needs in fiscal year 1987.

Would you speak to both of those issues. What is the $5 million that you are going to absorb in needs, and what is the comprehensive management plan, and what is its present status?

Mr. **Ford**. As you stated earlier, the Mayor did give us a mark that was equivalent to the FY 1986 mark.

We made certain assumptions that we would allow within grade increases for employees. We have to absorb that.

We have inflation, and pay adjustments. The pay adjustments would be $2.2 million. The inflation would be slightly over a million dollars.

There would be some decentralized costs of $230,000 and equipment, including restoration of funds that we had taken funds from in 1985.

The total would be $4.761 million. So, that is the amount of money that had to be absorbed by the University.

What we did was to look at areas where we thought we could target.

First of all, we decided that we could reduce our facility's inventory, so we decided to relinquish one building that we had been renting under the old Federal City College and under the University, and we were able to save $760,000 by giving up that lease in August of this year.

We had funded dollars for a general ledger system to try to integrate the University's accounting system in some way. That was another $240,000. We lost an entire office under the prior administration.

A new office had been established for resource management and development. The Board made a decision not to renew that office and so we eliminated that office of six employees, at a cost of $427,000.

We have had an overmatch in the cooperative extension service program funded from the Department of Agriculture to District managers.

We have been overmatching that to the tune of $293,000. That would save those amounts of dollars. Of that sum we would be taking 53 percent of the $4.7 million from personal services costs and 47 percent from other than personal services costs.

The management plan is designed to address one of the major concerns in the reduction. That would be a $1.7 million personnel issue.

We had frozen positions last year to say that we will hold these against the development of a plan. That plan would at the minimum identify $1.7 million worth of positions in the administrative area, and then also an additional $800,000 in the academic affairs area in order to provide some other research, remediation and other programs.

I want to stress the $1.7 million more fully. That was the area and the focus for the development of a management plan. The City Council originally requested that we come back to the Council on October 1, 1985 with a plan.

The events of the spring and summer did not allow that development. We then appealed to the Council in the fall, to give us time to develop a plan that would go to the Board by April 15 and subsequently would be presented to the Council.

The Administration has met that date with the exception of ten days. We were ten days late with that plan to give an internal committee an opportunity to fully review and make recommendations to the president, notwithstanding that the plan did go through the Board on approximately April 25, 1986. That was the plan that Dr. Payne indicated is now being considered by the Board.

We feel we followed standard methodology in developing that plan. It is not a process that the University invented. We have laid out by area where we would make cuts and be able to look at the University and say it has this impact.

Notwithstanding the fact that it has some adverse impact we feel that the University could operate with the reductions that we have submitted to the Board and the administration.

Essentially, the Administration is completed. We have no outstanding questions of record from the Board.

FAILURE OF BOARD TO APPROVE MANAGEMENT PLAN

Dr. **Payne**. I indicated earlier that the Board's committee failed to take action on the plan.

Essentially, the resolution to adopt the plan failed. We are looking at some alternatives now to meet that mandate. We fully appreciate the importance of it and I hope that I will be able to find a way to bring that back to the board's attention on the 29th.

INTRODUCTION OF OTHER BOARD MEMBERS

May I take this opportunity to simply indicate that Dr. Daniel Fivel has joined us. He is the Treasurer of the Board of Trustees and the Chair of the Finance and Audit Committee, and Samuel Sullivan, the Vice-President of Academic Affairs.

SECOND PART OF MANAGEMENT PLAN

Mr. **Ford**. I would be remiss if I did not indicate that there was a second part of the management plan in the academic affairs area and it was designed to provide dollars for the research.

We decreased the funding for certain positions and then eliminated certain vacant positions in order to establish the pool of money required.

INCREASE FOR COST-OF-LIVING RAISES

Mr. **Dixon**. Does this budget anticipate cost-of-living raises for faculty or other University employees?

Mr. **Ford**. It presupposes the cost-of-living increases for all employees, for all categories of employees.

Mr. **Dixon**. Mr. Coughlin?

CONCERN OVER ACQUISITION OF ANTIOCH LAW SCHOOL

Mr. **Coughlin**. Thank you very much, Mr. Chairman.

I might say I share the Chairman's concern about what you are buying in the law school. It doesn't seem to me a library and some equipment could be worth that kind of money. What you are buying beyond that is a little difficult to see other than the trouble of developing a curriculum yourself and hiring some teachers yourself.

TUITION RATES

Your tuition now, you indicated was $600 for residents—is that annually or semester?

Mr. **Ford**. That would be an annual amount.

Mr. **Coughlin**. And $1,200 for non-residents.

Mr. **Ford**. The undergraduate non-residents would pay $2,400.

Graduate residents would pay $1,200 and non-residents would be $2,400.

Mr. **Coughlin**. The $600 tuition, when was that last increased?

Mr. **Ford**. Going into this academic year. Before that it was $462. That is an increase that the board approved this year.

STEPS TAKEN TO PREVENT MISSPENDING OF FUNDS

Mr. **Coughlin**. Last August there were some charges surrounding the resignation of the President of misspent public funds.

Have you taken any steps to ensure that that kind of situation can't occur again?

Dr. **Payne**. We have taken a series of steps, some procedurally in-house and some mandated by the Board of Trustees.

We now have under the Finance and Audit Committee a reporting mechanism that requires the internal auditor to provide biweekly reports to the Finance and Audit Committee chairperson and committee.

The internal auditor now reports directly to the Board. As a matter of record, I don't think that is the best process for higher education, because the president does need an accountable mechanism so that he has an audit person in house, but during this period of assessment I think it is essential that we maintain that relationship.

We have looked at our policies to make sure that those policies are in place, and will reinforce the strength of our management system.

We have also sent information out to the University community to remind them of those policies, and to also remind them of the appropriate action that would be taken for any employees who violate those policies.

It is my position that the policies were always there. The problem was a trigger mechanism, the absence of a trigger mechanism caused the Board not to be able to carry out its oversight responsibility.

I think we have certainly eliminated those loopholes in the process.

We are receiving reports from the administration on a biweekly basis with a very comprehensive rationale as to why those expenditures are taking place and the purpose and scope of the expenditures to come.

We also take action on all overruns at the University—not overruns, but expenditures that would go beyond the allocated budgets.

The Board is involved in every step of the process. The process is rather detailed at this point, and I hope that in the next year we can look at a second assessment to make sure that the Board is not inhibiting the smooth functioning of the University.

But I do think that it is justified at this point.

Mr. **Ford**. The Board has passed resolutions on the amount of expenditures. It has established a reprogramming resolution so that funds in excess of certain amounts in the various categories must be reported and approved by the board.

We cannot reprogram among or between any accounts. We have entered all of the post-secondary education funds, which were points of issue, into the Financial Management System [FMS] as a budget.

We have integrated all the expenditures into the FMS system on a monthly basis.

So, we have gone with a degree of openness that did not exist in the past.

We are going to follow up on what Dr. Payne indicated. I think we may have gone too far in putting constraints on the operating administration, and I hope that the Board will revisit that in the future so that it will not impede the administrative process.

I would hope that in the future the administration could develop the type of confidence so that constraints could be eliminated.

Dr. PAYNE. I might add, also, that the Finance and Audit Committee is now involved in developing a program-driven methodology at the institution so that we not only will have a better grasp of where we are, but if we need additional resources or if we have an equitable distribution. I think that program process will provide us with additional means of managing the institution.

MAINTAINING UNIVERSITY PRESIDENT'S HOUSE

Mr. COUGHLIN. At the time the president resigned some attention was focused on the rather elaborate house on Rittenhouse Street which the University owns and maintains for the president.

Do you intend to keep that house for use of the president or sell it or do something else?

Dr. PAYNE. The last recommendation was to maintain the house, but to establish detailed policies on what are considered common areas and what are personal areas.

We are also looking at other institutions. That has been not only a point of contention for this university but it has been cause for concern on a national level.

Mr. FORD. There has been a determination by the ad hoc committee and passed by the Board that cost for telephone service would be split between personal services and public service. Utilization of household cleaning would not be permitted; there would be a maid service.

So there have been extensive controls established by the board which are quite appropriate.

Mr. COUGHLIN. Thank you, Mr. Chairman.

Mr. DIXON. Mr. Green?

ACQUISITION OF ANTIOCH LIBRARY

Mr. GREEN. Returning to the law school question, how extensive is the library which you will be acquiring?

Dr. PAYNE. The library at this particular point has more liabilities than assets.

We have not gone through a thorough audit of the library to look at the condition of the periodicals.

The contemporary nature of those periodicals and the extent to which they undergeared the academic program are the kinds of areas that require a refined audit.

Mr. GREEN. I would have thought that, with increasing computer access to materials, the library would be less significant than it once was in terms of getting a law school going and, therefore, you would be relatively freer in this area to start on your own.

Dr. **Payne**. That might be a possibility.

The resolution said that we favor the acquisition. Based on that, we move toward the planning process to determine the extent to which it enhances the University of the District of Columbia.

We see that as our primary responsibility at this point. So we have not acquired a law school.

We are now in the posture of negotiating, planning and assessing.

Mr. **Green**. Thank you, Mr. Chairman.

BUDGET FOR THE ACQUISITION OF ANTIOCH

Mr. **Dixon**. Dr. Payne, in the budget that you have provided, either to the Mayor or to the City Council, did you include $1.3 million or any monies for the acquisition of Antioch Law School?

Dr. **Payne**. The budget figure of $1.3 million was a budget figure that grew out of the City Council.

The budget figure at this particular point was, I believe, $2.3 million for a 15-month transitional period, with the assumption that the acquisition would take place on July 1st.

I believe as of approximately an hour ago, assuming an acquisition date of July 1, 1986, the budget figure between July 1st and September 30th would be $1,596,661.

The budget for October 1, 1986 to September 30, 1987 would be $7,576,595, giving the total expenditure or allocation of $9,173,256.

Of course, the University, Antioch Law School, would have the responsibility of generating revenue through tuition at $2.291 million, and we also have grant revenue of $591,818, giving a total revenue of $2,873,688.

Consequently, our appropriation level would be $6,299,568. It does not include the capital budget, and it also includes a one-time cost of $2,891,250.

This budget has not been approved by the Board. It will come before the Board on May 29th. It has been approved by the planning committee, the ad hoc committee on the acquisition of the law school.

AD HOC COMMITTEE ON ACQUISITION OF ANTIOCH

Mr. **Dixon**. Is there someone here that serves on that ad hoc committee?

Dr. **Payne**. We do have a staff person——

Mr. **Dixon**. This gentleman raised his hand.

Dr. **Payne**. Dr. Fivel is on the Budget Subcommittee.

Mr. **Fivel**. This has not come before the Finance Committee.

Dr. **Payne**. Dr. Chapman is the faculty representative on the ad hoc committee; Dr. Fivel is on the ad hoc committee; and Peter Hartjens chairs the Internal Committee and has been working with the assessment process for several months now.

BUDGET FOR ACQUISITION OF ANTIOCH

Mr. **Dixon**. Dr. Chapman, let me indicate to you first of all that my questions are not directed toward whether UDC should or should not have a law school.

My questions are directed to financial arrangements and what seems to be the acquisition of a large number of intangible assets.

What is it that you are negotiating to acquire?

Dr. CHAPMAN. First, I would like to—I have a copy of the budget here that was submitted to us at the ad hoc committee's meeting.

Mr. DIXON. By Antioch?

Dr. CHAPMAN. By the Subcommittee on Budget, which is a subcommittee of the ad hoc committee. That budget speaks to not the acquisition but the operational costs for the first year, which I think is a different question.

Mr. DIXON. That's correct. Let me ask about that.

What are the operational costs for the first year?

Dr. CHAPMAN. For example, they have personnel, faculty, and staff of roughly $3.358 million.

Mr. DIXON. Do your figures reflect what the income for the first year would be?

Dr. CHAPMAN. No, there is no income figure reflected here.

Mr. DIXON. Can you ascertain yet whether the school would have to operate with some kind of subsidy program?

Dr. CHAPMAN. There may be a subsidy, but quite frankly I think that in a number of these categories the numbers are a bit exaggerated.

That is my personal assessment. I am a CPA and I was on the committee. I did not serve on the Budget Committee. I did serve on the Accreditation Committee.

But looking at some of these figures—for example, I would like to point out in personnel, the Antioch faculty will be currently at $32,000 a year, the average salary.

In preparing this proposal, I am also told that the number used was $42,000. There was an automatic increase in faculty pay by 25 percent as of July 1.

Then the Antioch faculty informed me they had requested that no such recommendation be made, because they realized what the impact of such a recommendation would be on this committee and on this city, so there is not only that one item, but there are a number of other items in this budget that seem to me to be a big question.

Mr. DIXON. Is the anticipating arrangement that the existing faculty administration would run Antioch for a period of time, a year or longer?

Is that what would happen?

Dr. PAYNE. May I respond?

Mr. DIXON. Certainly.

Dr. PAYNE. I think it would be quite appropriate that those individuals responsible for developing the budget speak to the budget, because the revenue generated is included in the budget in terms of tuition.

Mr. DIXON. Are they here?

Dr. PAYNE. Mr. Stone and Edward Holland, so, we do have——

Mr. DIXON. Mr. Stone, you helped prepare this?

Mr. STONE. Yes.

Mr. DIXON. Who supervised the preparation?

Dr. PAYNE. Nira Long is chairing the committee.

She has the primary responsibility. She also chaired the budget committee. One of the things that I think is very important to keep on the table here in this discussion about Antioch, when you are in the posture of acquisition and in the posture of defending continued accreditation, the primary frame of reference has to be the noncompliance areas.

ENHANCING THE SALARIES OF THE ANTIOCH FACULTY

One of the concerns in terms of increase in salaries was enhancing the quality of faculty.

That was pointed out in the accreditation recommendations.

It was also reiterated in the site visit. It was also reiterated in a number of conference calls.

If you look at national figures across the country, we are talking about an average of approximately $42,000 annually.

There is a need not only to enhance the faculty in terms of the professional skills, but also to bring them in line with national norms. The normal tendency is to look at the faculty independent of what is permissible and what is acceptable throughout the country.

I don't think we can take Antioch out of the universe of law schools. One of the problems has been resources—the lack of adequate resources to attract highly qualified faculty.

We would certainly in no way want to be placed in the position of minimizing the quality of faculty and also developing a state-of-the-art law school if we acquire it.

REVENUES GENERATED BY ANTIOCH

Dr. CHAPMAN. May I say one thing on that, because I want to be very clear on what I said.

One, I have the budget that was submitted to the ad hoc committee and I would like someone to show me what income is included here.

I don't see it. What income? Is there income?

Mr. STONE. That is the operating budget. There is a summary sheet that indicates the revenue that will be used to offset the expenses that are itemized.

Dr. CHAPMAN. That never came before the subcommittee.

REVENUE GENERATED BY ANTIOCH IN FIRST YEAR

Mr. DIXON. Mr. Stone, do you have an idea of how much revenue would be generated in the first year?

Mr. STONE. We anticipate approximately $2.8 million.

Now, that $2.8 million has some basic assumptions, one that the resident student population will be 18 percent.

The non-resident student population will be eighty-two percent. The tuition for residents would be $3,600 per year; tuition for non-residents would be $7,250 per year.

Mr. DIXON. Is that based on the population of the existing school——

Mr. STONE. Yes, 328 students.

Mr. **Dixon**. No, I mean are 82 percent of the current students non-residents?

Mr. **Stone**. Right now, since it is private, all of them are paying $7,250, the maximum tuition.

BREAKDOWN OF RESIDENTS AND NON-RESIDENTS OF ANTIOCH LAW SCHOOL

Mr. **Dixon**. How do you come up with this 20–80 split—did you look at their computer cards and find that a lot of them live in Maryland. How do you come up with those percentages?

Mr. **Ford**. It was an assumption, as I recall it, hoping that we would be able to attract more students, based on the fact that we would have to attract larger pools of students from the District of Columbia. That would be a first year effort in that regard.

Dr. **Payne**. Mr. Hartjens?

Mr. **Hartjens**. The current Antioch population is over 90 percent non-resident so we are not going to change the two classes that are currently there.

The recruitment for next year's class is already underway. It is possible at this point perhaps, to be intensive in the summer to recruit more resident students. As of last week, of the 75 students who have already been accepted by Antioch for next year, there is only one D.C. resident.

We were projecting that there would be probably a total of 30 residents in that first year class for next year, assuming some kind of recruitment program between now and September.

That is why you end up with the 30 plus the few that are already there. In addition some people will convert to D.C. residency legally.

I think the figures reflect an assumption of about 60 residents next year out of the 328 students.

FORCES BEHIND ACQUISITION OF ANTIOCH LAW SCHOOL

Mr. **Dixon**. Well, Dr. Payne, I don't want to be argumentative. When this first came to my attention, and knowing what the university is trying to do, I just assumed that the development of a law school was to give some students who may not normally be able to get into a law institution an opportunity, and I thought you were dealing with District residents.

But now the skew seems to be against residents, and it suggests to me—I don't know—that it is to be moneymaking, revenue generating, which I think is legitimate, too.

But as I understand the situation at Antioch now, it is not a revenue producer, and probably if it is acquired by the District it is going to require a subsidy. So from my point of view, it is not going to be revenue producing, and it is not going to service primarily D.C. young men and women who would not otherwise have an opportunity to go to law school.

My question to you doesn't relate to that. Who is the mover and shaker behind this acquisition? Who is the pusher of this proposal?

Is it your Board? Is it Mr. Clarke? I hear about these ad hoc committees and people doing studies, but where is the momentum for this acquisition coming from other than from Antioch? Who are the elected officials or public people who are pushing this?

Where is it coming from?

Dr. PAYNE. Mr. Chairman, I think that I should state the confines of my responsibility, and the confines of my responsibility is to speak to the Board of Trustees. The Board of Trustees was presented with the notion of considering the acquisition.

It was also presented with the notion that an acquisition would be in the best interest of the University of the District of Columbia, and that the enabling legislation allowed us to take that into consideration.

As a result of the resolution coming before the Board, as I said earlier, we are now in the process of assessing the extent to which we can acquire the school so that it enhances the University.

The acquisition has not taken place yet. We are looking at all of those factors. We would hope ultimately to have, if we acquire the school, a law school that serves the District of Columbia.

It would be totally inappropriate for a state institution and a land grant institution to talk about anything else.

We do serve the needs of this population in the District of Columbia. We also recognize, however, that as we go through the planning process we have to maintain some level of a tuition that accommodates the financial needs of the institution, and consequently, we looked at the pattern of enrollment and made some determination as to what was reasonable in terms of generating revenue and also attracting students.

TIME FRAME FOR ACQUISITION OF ANTIOCH LAW SCHOOL

Mr. DIXON. Are you still trying to keep on the schedule of around July 1 to make a decision?

Dr. PAYNE. The least cost-effective for the University in terms of appropriations was July 1, 1986. If we do not meet the July 1 acquisition date then we are talking about additional appropriations.

DEFENDING BUDGET FOR ANTIOCH LAW SCHOOL

For the record, I must say that I think this is a very defensible budget. A lot of work has gone into this process.

It may have minor flaws. We have attempted to have a representative body review the process.

I am talking about the budget figures that I shared with you. The operational budget and appropriations for Antioch and for consideration by the University of the District of Columbia was not only shared with the committee members, it was also shared with non-committee members across the board.

So we are very confident that our figures are sound, working with the internal committee and working with the Antioch staff. It has been a very collegial process. We are not talking about an adversarial role here. We don't want to establish an adversarial role with ABA.

I have my latest letter from ABA dated May 7th from Dean White, the head of that team. He is quite explicit about the fact that if, in fact, we talk about a reconfiguration of the program and faculty that we are moving beyond an acquisition; that is moving the university to the point where we are talking about a new school.

There has been one precedent that will be used as a frame of reference for them to determine the extent to which this acquisition will satisfy areas of noncompliance.

If we pass this resolution on the 29th, it is in the best interest of this Board to be sure that we can acquire an accredited institution.

I am confident that whatever action we take, we will be able to justify it.

SUBSIDY REQUIRED FOR FIRST YEAR OF ACQUISITION

Mr. DIXON. How much of a subsidy, if any, will it take the first year?

Dr. PAYNE. We are talking about for the first 15-month period a total budget of $9,173,256, assuming an acquisition of July 1, 1986. This $9,173,256, is for the period of July 1, 1986 through September 30, 1987.

The revenue generated through tuition and the grant revenue amounts to $2.8 million, so we are talking about an appropriation need of $6,299,568.

There is some discussion about a moot court facility within the judicial community center. If that is proposed, there will be another $700,000 added to this figure.

The figure for the renovation of the community judicial center increased as a result of ABA indicating to the Board that 60,000 square feet was insufficient. I believe the facilities, campus buildings and ground staff at the University, is now basing its budget figure on 75,000 square feet.

TOTAL AMOUNT REQUIRED FOR ACQUISITION

Mr. DIXON. One further question on this.

You have used the figure of $2.3 million for the basic acquisition.

Dr. PAYNE. Yes.

Mr. DIXON. But there is only $1.3 million dedicated in this budget for that purpose.

Will there be an expansion of time to pay the rest?

Dr. PAYNE. We would ask that that figure be increased. That is a figure that the City Council included in the budget. As a matter of record, I did send a letter to the City Council reinforcing our position on the budget.

We do have a much more defensible budget at this point.

Again, we are attempting to work with the City Council. We are pleased that $1.3 million is in the budget but do not feel it will adequately address the needs of the acquisition.

Mr. DIXON. So, there is not enough money there now to do what you are discussing doing?

Dr. PAYNE. Correct.

Mr. DIXON. Any further questions?

Mr. GREEN. No further questions, Mr. Chairman.

FULL UNDERSTANDING OF FUNDING FOR ACQUISITION OF ANTIOCH

Mr. DIXON. I would like to thank you, Dr. Payne and President Ford, for coming up today and I would also like to thank the rest of the staff.

I realize you have been through some trying times and I think the trustees have done a tremendous job from what I read in the paper and from my conversations with several members of the Board.

I do have some questions about this acquisition because I really don't understand what it is you are really acquiring for the $1.3 million.

I don't understand what the $1.3 million is for. It is not enough to buy the automobile, and you are not working out installment payments, so I don't understand why $1.3 million, which isn't enough, would be put in the budget.

Can you help me out on that, Joyce?

Are you asking me to put in an additional million dollars?

Dr. PAYNE. I am asking that——

Mr. DIXON. I don't want to put you on the spot.

Dr. PAYNE. We are suggesting the transition and the operation and the need to respond to the three major areas of concern identified by ABA cannot be accomplished with less than a transitional period from July to September of $1.5 million.

SUPPLEMENTAL FUNDING FOR ACQUISITION OF ANTIOCH

Mr. DIXON. So, if you were to acquire Antioch on July 3rd, the anticipated program would be to come back in next year's supplemental with not only the acquisition money but any subsidy that might be required?

Ms. MARSHALL. If the approval of the acquisition is agreed upon by the Board of Trustees and the Council of the District of Columbia, there would have to be some additional funding that we would be looking at in a supplemental for FY 1987.

Mr. DIXON. To what extent—help me out here.

As I understand this now, the $69 million budget for the university is already allocated for FY 1987.

Dr. PAYNE. That is correct.

Mr. DIXON. You have a budget and it is $69 million.

Now, if you were to acquire this school in June, and say it ran at a $5 million deficit the first year, it would be mandatory and you would have to put that amount in your budget.

It wouldn't be a point of looking at it. You would have to come up with $5 million in a supplemental.

You got the school. You have it operating. You are incurring debts. You are taking the students' money and you are coming out X number of dollars short.

Either you would have to do that or you could say, as I understand it, the University is going to have to take this $5 million out of the $69 million somehow.

You would have to have a supplemental.

Dr. PAYNE. Given the shortfall we are facing, that would be literally impossible.

Mr. DIXON. I understand that.

I am thinking of the alternatives. For the District to say "we would be looking at a supplemental" after you have entered into a contract with out-of-state people, does not appear to be a proper course of action. You have employees to pay, supplies to buy, and to say you are looking at a supplemental just doesn't seem right.

Someone who enters law school wants the predictability that the school will be there and funded at least until he or she gets out.

And for the District to say, "We will take a look at paying those bills," I don't understand that.

Ms. **Marshall**. Mr. Chairman, what I meant was that we will be looking at it, along with the other supplemental requirements for 1987 as well as the revenue available.

Your statement is absolutely correct that we probably would have to fund it if the approval of both bodies has taken place.

What I am also indicating is that, based on the revenue that would be available in FY 1987, we would not be looking necessarily at having the college absorb it.

BUDGET REQUIRED FOR 15-MONTH PERIOD

Dr. **Payne**. Mr. Chairman, again, I must reiterate that we are now looking at a budget period from July 1, 1986 to September 30, 1987, a 15-month period with an assumption that the acquisition would take place July 1st.

Mr. **Dixon**. Of this year?

Dr. **Payne**. Of this year, which means that the total appropriation level for carrying out the acquisition, the transition period, and compliance with the accreditation recommendations, is $6,299,568.

I will not speak to the moot court issue, because I am not sure that has been resolved. That would require another $700,000.

We cannot talk about an acquisition of July 1st and move and simply discuss the FY 1987 supplemental. We would have to talk about a 15-month period to accommodate the entire process.

SUPPORT OF MAYOR AND CITY COUNCIL OF ACQUISITION

Mr. **Dixon**. I guess my final question to you, then, is, do you feel confident that the City Council and the Mayor are supportive of this acquisition so that if you did move forward—I mean, you could be hanging out there.

Dr. **Payne**. That is one of the major concerns we will be addressing on the 29th.

If the budget is adopted, if a resolution goes forward to acquire the institution, I would hope that it is tied to the budget and that actual support would be a contingency for the acquisition. That is my position and I would hope that of the entire board.

I am sure that where there are members who support the acquisition or do not support the acquisition, that all of us are of the opinion that it needs to be carried out in an appropriate process to enhance our University.

LETTER FROM BOARD TO MAYOR ON FY 1986 SUPPLEMENTAL

Ms. **Marshall**. May I say something on the record?

Mr. DIXON. Ms. Marshall represents the Mayor here.

Ms. MARSHALL. The Board had written to the Mayor on May 13th outlining what the needs were for the acquisition.

At that particular time we were about to send the fiscal year 1986 supplemental to the Council which we did on May 15th. The Mayor indicated in his letter back to the Board that he had not received their package in time for inclusion in the FY 1986 Supplemental and in fact, could not incorporate the funding that she is talking about for this transition period.

Mr. DIXON. I understand.

Ms. MARSHALL. He indicated in his letter that he would refrain from any premature actions until, in fact, the approval had been made for the acquisition, that we had looked at the recommendations from ABA and that there was a formally developed budget for 1986.

So, what I am saying to you is that there has been some communication between the Mayor and the University, and that, based on the completion of the conditions outlined in the letter to the Board, he would be looking at favorable action of supporting the acquisition.

Mr. DIXON. For 1986?

Ms. MARSHALL. For 1986.

I wanted to indicate why it wasn't in the FY 1986 Supplemental and that was because we did not receive the letter from the University until May 13th, which was a little late for our process.

I don't think the Mayor is saying that he is cutting them out. He is saying that until that formal approval takes place and the conditions are met, we can't look at it.

Dr. PAYNE. That is absolutely correct, Mr. Chairman, and we are working very intimately with the Mayor's staff and with the Mayor.

We had a briefing about a week ago. Unfortunately, I could not send the Mayor a definitive budget until that action took place.

So, that is what we are doing under the circumstances, trying to get some estimates.

It would be required that an amendment for the FY 1987 budget would have to be considered for the appropriation.

Mr. DIXON. Mr. Green, do you have further questions?

Mr. GREEN. No further questions, thank you.

QUESTIONS SUBMITTED FOR THE RECORD

Mr. DIXON. Thank you all very much for your attendance.

Thank you, Joyce. I have some questions that I will submit for you to answer for the record.

[The Committee's questions and the University's response follow:]

UNIVERSITY OF THE DISTRICT OF COLUMBIA

QUESTION:
1. On page GF-5 of your justifications you state that the university will absorb about "$5 million of its projected needs in FY 1987". This is in response to the will of the "District Council which has made known its wish for the university to pare administrative costs". You further state that, in response to the Council's will, you are developing a comprehensive management plan to provide both short-range and long-range guidance for university operations.

a. How was the $5 million amount determined?

ANSWER:
1a. The final FY 1987 Budget Mark provided by the Mayor and District Council established the level of funding for the university at the FY 1986 amount. To assure the same level of operations in FY 1987, the university must absorb $4,761,000 in its budget. The amount consist of the following items:

Within Grades	$ 1,083
Pay Adjustments	2,246
Inflation	1,002
Decentralized Cost	230
Equipment for Academic Affairs	200
Total	$ 4,761

QUESTION:
1b. What is the present status of the comprehensive management plan?

ANSWER:
1b. The management plan was presented to the university's Board of Trustees at its May 29, 1986 meeting and was approved for implementation in FY 1987.

QUESTION:
1c. Will it be available for use at the beginning of fiscal year 1987? If not, how will you proceed to absorb the $5 million of projected needs?

ANSWER:
1c. The management plan that will be implemented during FY 1987 will allow the administration and the Board of Trustees to meet its projected reductions in administrative costs.

QUESTION:
1d. Have any preliminary decisions been made on which control centers will be absorbing the brunt of the freeze on recruitment actions and personnel vacancies, and to what extent (page GF-5)?

ANSWER:
1d. The freeze on vacant positions and recruitment actions was initiated to balance the FY 1987 budget until the management plan was approved by the Board of Trustees and implemented by the university's administration. The reduction of administrative costs was allocated proportionally to all six control centers.

QUESTION:
1e. Where have you been able to pare administrative costs for FY 1987?

ANSWER:
1e. The administrative costs for FY 1987 have been reduced in accordance with the comprehensive administrative management plan. It requires the reduction of 63 administrative positions and reductions in nonpersonal services costs.

QUESTION:
2. On page GF-70 of the justifications, you state that the university currently has three stand-alone accounting systems--two automated and one manual.

a. What is the purpose of having three separate accounting systems?

ANSWER:
2a. Financial Management System (FMS) - The District Government requires the university to utilize FMS for all District funds, Federal and private grants.

Postsecondary Education Fund (PSE) - The university's in-house PSE accounting system is accounting for funds of private gifts, scholarships, student fees, sales commission, parking income, and other auxiliary income.

Billing and Receivable System (BRS) - This system is used to account for tuition and fee charges and payments, which are summarized and entered into FMS and PSE.

QUESTION:
2b. What funds are accounted for in each system?

ANSWER:
2b. FMS - Appropriation, Tuition, Endowment Income and Federal and Private Grants.

PSE - Private Gifts, Scholarships, Student Fees, Sales Commission, Parking Income, and Other Auxiliary Income.

BRS - Tuition and Fee Revenue.

QUESTION:
2c. Do you anticipate automating the manual system? If not, please provide your rationale.

ANSWER:
2c. Yes, when adequate funds are available.

QUESTION:
2d. How do you integrate the information within the three systems to provide cost-effective and efficient financial services?

ANSWER:
2d. The outputs of the three separate accounting systems are manually interfaced into the Financial Management System to provide all inclusive financial statements of the university. The plans for an integrated financial information systems have been developed to be implemented at a later date.

QUESTION:
3. Last year the university was the focus of considerable attention because of the spending practices of the former president, Robert L. Green.

a. What measures has the Board taken to tighten up the university's financial control to keep this sort of thing from happening again?

ANSWER:
3a. The Board of Trustees passed resolutions requiring Board approval on reprogrammming university funds, requiring frequent audits by the Internal Auditor, who now reports to the Board, and monitoring of expenditures by the Finance and Audit Committee of the Board.

QUESTION:
4. Increase totals $1.3 million for the "provisional acquisition of the Antioch Law School" (pages 1332 and 1399).

a. What are you buying for this $1.3 million and how was that amount determined?

ANSWER:
4a. The $1.3 million would be used for operating costs which includes installment payments for library holdings and furniture and fixtures. The amount was determined by preliminary estimates prepared by Antioch Law School.

QUESTION:
4b. Who will receive the $1.3 million?

Answer:
4b. The university's budget was increased by $1.3 million to operate the Antioch Law School.

QUESTION:
4c. Is this $1.3 million the total purchase price or is it for operating costs?

ANSWER:
4c. The $1.3 million is for a portion of the operating costs.

QUESTION:
4d. How much of a subsidy will be required to operate the school if the acquisition goes through?

ANSWER:
4d. It would require a subsidy of at least $5.7 million inclusive of the $1.3 million already added to the university's budget.

QUESTION:
4e. Will UDC be responsible for any of the liabilities of Antioch?

ANSWER:
4e. Although the University of the District of Columbia (UDC) is expected to acquire all assets and liabilities of the Antioch School of Law, it is anticipated that UDC and Antioch University would negotiate an agreement to relieve UDC of all financial liabilities.

'Subsequent to the House Subcommittee on Appropriations Hearings, the University of the District of Columbia's Board of Trustees passed a resolution to reject acquisition of the Antioch School of Law.

CONCLUSIONS OF HEARINGS WITH DISTRICT OFFICIALS

Mr. DIXON. This concludes our hearings with District officials on the City's fiscal year 1987 budget.

We certainly want to thank Mrs. Wilhelmina Marshall and Mrs. Mary Porter for their assistance and contributions to our hearings. As usual, both of you ladies have done an outstanding job representing the District government before this Committee and providing information and insight into areas where we raised questions. It is my personal judgment that both of you perform an invaluable service for the Committee and although I'm sure you are missed back at the District building, the benefits that accrue to the District government because of your presence here more than compensates for your absence. Nothing seems to slow down Mary Porter. I have been chairman now for seven years, and Mary is still as productive and enthusiastic now as she was back then.

Mrs. Marshall, we would appreciate your conveying to the Mayor and Council Chairman the Committee's appreciation for their assistance and helpfulness during these hearings.

TESTIMONY OF MEMBERS OF CONGRESS, CITIZENS, AND ORGANIZATIONS OF THE DISTRICT OF COLUMBIA

THURSDAY, MAY 22, 1986.

SALE OF LOTTERY TICKETS IN FEDERAL ENCLAVE

WITNESSES

GALE CONARD, MANAGER, RANDOLPH-SHEPPARD VENDING FACILITY NO. 54, PATRICK HENRY BUILDING

GEORGE REED, RETIRED VENDOR AND BOARD MEMBER, D.C. RANDOLPH-SHEPPARD NOMINEE, INC.

THOMAS HERRON, COORDINATOR, D.C. RANDOLPH-SHEPPARD PROGRAM, REHABILITATION ADMINISTRATION, D.C. DEPARTMENT OF HUMAN SERVICES

Mr. DIXON. The committee canceled its hearing for outside witnesses today and will reschedule it for another day, however, I notice there are some members of the public who are here, so I will take them at this time.

We have Gale Conard and George Reed.

As I understand it, you are both blind vendors. Let me try to put in focus the reason I believe you are here. With me at the table here is Mr. Green, a member of the committee from the State of New York. When the appropriations bill with funding for the lottery operations was passed, this committee placed into the appropriations bill language that prohibited the sale of lottery materials and paraphernalia in the Federal enclave, which would include Federal buildings and those that are occupied by the Federal Government.

As I understand it, you want to make a case for doing otherwise.

STATEMENT OF GEORGE REED

So, I will call on Mr. Reed. Do you want to start off?

Mr. REED. All right.

I have written down my ideas as I am a little nervous and unaccustomed to public speaking.

Mr. DIXON. Relax and shoot your best shot here.

Mr. REED. It is a pleasure, Mr. Chairman and other distinguished members of the committee.

My name is George Reed. From 1942 until my retirement in 1982, I worked in the Randolph-Sheppard program of the District of Columbia as a blind vendor.

During that time I was active in the D.C. Blind Vendors Association which we organized for purposes of communication and furthering those ends and objectives we deemed to be of common interest and benefit.

Since retirement, I have maintained close ties with the program and with my former colleagues.

Now I serve on the Board of Directors of Randolph-Sheppard Nominee, Inc., which is the business group that our licensing agency employs to help in administering of day-to-day management services.

Needless to say, it is a pleasure to be once again representing these vendors, especially before such a distinguished committee.

What the vendors are seeking at this time is, as you have indicated, a change in the Shipstead Act of 1983 that forbids the sale of lottery materials and paraphernalia in any of our vending facilities that are located within the "Federal enclave".

I am not sufficiently familiar with the boundaries of that enclave to attempt delineation of them here, but I feel sure they are spelled out in the law and that some of our busiest and most profitable vending facilities are located within that enclave and that the revenues within those facilities, and hence, the personal incomes of the blind vendors who manage them could be markedly increased if this lottery material and paraphernalia could be added to the items they sell.

The customers remark on how much they would appreciate the convenience of being able to pick up such materials in the buildings where they work.

Also, they often ask why such a service is not being provided by the vendors and if the vendors themselves are trying to get permission to provide it.

They know that it is being provided in other jurisdictions, notably, the neighboring state of Maryland, and they do not see why the District of Columbia should be different.

I should like to bring to your attention the fact that specific permission for the vendors to sell such material is granted in the 1974 amendments to the Randolph-Sheppard Act.

I know of no negative developments that have followed upon the implementation of this provision in the other jurisdictions.

Is it not worth a try in the District?

If you should change the law, as the vendors are requesting, it is obvious that both that and their customers will be mightily pleased and grateful.

Thank you for the privilege that you have afforded me in allowing me to make this presentation.

I sincerely hope that positive and beneficial results will flow from this effort to get the law changed.

Thank you very much.

Mr. DIXON. Thank you, Mr. Reed.

Mr. REED. I am available for any questions.

PREPARED STATEMENT OF GEORGE REED

[The statement of George Reed follows:]

MR. CHAIRMAN AND OTHER DISTINGUISHED MEMBERS OF THE HOUSE SUBCOMMITTEE ON APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA.

I AM GEORGE REED, RETIRED VENDOR, WHO WORKED IN THE RANDOLPH-SHEPPARD VENDING FACILITY PROGRAM FROM 1942 TO 1982.

I HAVE MAINTAINED CLOSE TIES WITH THE VENDORS SINCE I LEFT THE PROGRAM AND CURRENTLY SERVE AS A BOARD MEMBER OF THE D.C. RANDOLPH-SHEPPARD NOMINEE, INC. THEREFORE, I STILL FEEL CONCERNED ABOUT THE WELFARE OF THE PROGRAM AND THE PEOPLE IN IT.

WHAT THE VENDORS ARE ASKING FOR AT THIS TIME IS A CHANGE IN THE LAW PASSED IN 1983 PROHIBITING THE SALE OF LOTTERY TICKETS IN THE FEDERAL ENCLAVE.

IT IS NECESSARY, IF OUR VENDORS ARE TO INCREASE THEIR INCOMES.

ANOTHER THING THAT THE VENDORS TELL ME HAPPENS ALL THE TIME IS THAT THE CUSTOMERS COMING TO THEIR FACILITIES ARE ALWAYS

MAKING INQUIRIES AS TO WHY THEY DO NOT SELL LOTTERY TICKETS, SINCE THIS WOULD ADD GREATLY TO THEIR CONVENIENCE IN OBTAINING THEM.

AND AS YOU KNOW, LOTTERY TICKETS ARE CERTAINLY A POPULAR ITEM THROUGHOUT THE AREA!

FINALLY, I SHOULD LIKE TO POINT OUT THAT PERMISSION TO SELL THESE TICKETS IN THE RANDOLPH-SHEPPARD VENDING FACILITIES IS SPECIFICALLY GRANTED IN THE 1974 AMENDMENT TO THE RANDOLPH-SHEPPARD ACT.

MOREOVER, OTHER STATES, AMONG THEM OUR NEIGHBORING STATE OF MARYLAND, ARE HAVING GREAT SUCCESS AND PLEASING THEIR CUSTOMERS MIGHTILY BY MAKING LOTTERY TICKETS AVAILABLE AT THEIR RANDOLPH-SHEPPARD VENDING FACILITIES.

I KNOW OF NO NEGATIVES THAT HAVE OCCURRED IN THESE STATES WHERE LOTTERY TICKETS ARE BEING SOLD IN RANDOLPH-SHEPPARD FACILITIES.

HENCE, I BELIEVE IT WILL BE TO THE ADVANTAGE OF OUR D.C. VENDORS TO GET ON THE BANDWAGON AS QUICKLY AS POSSIBLE.

OF COURSE, THAT MEANS AS SOON AS THE LAW IS CHANGED AND THE NECESSARY ARRANGEMENTS CAN BE MADE.

FROM THE STANDPOINT OF THE VENDORS, I THINK I MIGHT JUST SAY "THE SOONER, THE BETTER"!

THANK YOU, MR. CHAIRMAN

STATEMENT OF GALE CONARD

Mr. DIXON. Mr. Conard.

Mr. CONARD. Mr. Chairman and members of the committee, my prepared remarks would be very redundant at this point since Mr. Reed has expressed almost every point that I have.

I would just like to reiterate that the Randolph-Sheppard Act, as such, and the definitions included in the rules and regulations do specifically state that Randolph-Sheppard vending facilities may—that the regulations authorize the sale and exchange of chances for lotteries in authorized and conducted by a state agency within a state.

And, as George also mentioned, Maryland and also Pennsylvania, allows the sale of these materials in Randolph-Sheppard facilities and has, as I understand it, since the 1974 amendments.

I am a current vendor. I have only been in the program for about four years. As you will have figured out from George's statement, many of my colleagues have been in for some 40 or 45 years, since the program is now 50 years old.

I know from my own experience and from discussing it with my colleagues that many people have expressed a deep interest in being provided with the convenience and the service of the lottery ticket sales in the Randolph-Sheppard facilities.

So, I am sure that I speak for all my fellow vendors in urging the Congress to repeal or to change this part of the Shipstead Act to allow the sale of lotteries in Randolph-Sheppard facilities which are located in the Federal enclave.

Incidentally, to be a little more specific about the degree to which this affects us, the Randolph-Sheppard program in the District has 71 facilities throughout the City.

Forty-three of those are located in the Federal enclave—or is it on the Federal enclave?

So, you see that the permission to sell lotteries, lottery tickets, and other materials in these facilities would affect a majority of blind vendors in the District, and it would greatly enhance their incomes and, therefore, their taxpaying capabilities.

Thank you, Mr. Chairman.

PREPARED STATEMENT OF GALE CONARD

[The statement of Gale Conard follows:]

MR. CHAIRMAN AND MEMBERS OF THE HOUSE SUBCOMMITTEE ON APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA,

I AM GALE CONARD, MANAGER OF RANDOLPH-SHEPPARD VENDING FACILITY #54 LOCATED IN THE PATRICK HENRY BUILDING. I HAVE PARTICIPATED IN THE RANDOLPH-SHEPPARD PROGRAM ONLY SINCE 1982. HOWEVER, A FEW OF MY COLLEAGUES HAVE BEEN IN THE PROGRAM FOR THE PAST 45 YEARS. YES, THE RANDOLPH-SHEPPARD PROGRAM IS NOW 50 YEARS OLD.

THE D.C. RANDOLPH-SHEPPARD PROGRAM HAS 71 FACILITIES - SNACK BARS, CAFETERIAS, CARD AND GIFT SHOPS, LOCATED ON FEDERAL, DISTRICT AND PRIVATE PROPERTIES.

FORTY-THREE OF THE 71 FACILITIES, MORE THAN ONE-HALF, ARE PROHIBITED FROM LOTTERY SALES ON THE FEDERAL ENCLAVE BECAUSE OF THE SHIPSTEAD-LUCE ACT AS AMENDED BY 53 STAT. 1144.

MR. CHAIRMAN, THE RANDOLPH-SHEPPARD ACT DOES NOT EXEMPT BUILDINGS LOCATED IN THE FEDERAL ENCLAVE FROM THE SALE OF THE LOTTERY. SPECIFICALLY, THE RANDOLPH-SHEPPARD ACT OF 1936 AS AMENDED IN 1974 BY P.L. 93-516 AUTHORIZED THE STATE LICENSING AGENCY, IN THIS CASE, THE REHABILITATION SERVICES ADMINISTRATION TO ISSUE LICENSES TO BLIND PERSONS FOR THE OPERATION OF VENDING FACILITIES ON FEDERAL AND OTHER PROPERTY.

IN SECTION 395.1 OF THE RANDOLPH-SHEPPARD RULES AND REGULATIONS, THE DEFINITION OF VENDING FACILITY INCLUDES THE VENDING OR EXCHANGE OF CHANGES FOR ANY LOTTERY AUTHORIZED BY STATE LAW AND CONDUCTED BY AN AGENCY OF A STATE WITHIN SUCH STATE.

THE OPPORTUNITY TO INCLUDE THE SALE OF LOTTERIES IN THESE FACILITIES WOULD POSITIVELY AFFECT THE INCOME POTENTIAL OF A MAJORITY OF THE BLIND VENDORS - INCREASE SALES AND AS A BY-PRODUCT, RAISE THE NET PROFIT PERCENTAGE OF THESE FACILITIES.

MR. CHAIRMAN, THE DISTRICT OF COLUMBIA PROGRAM HAS BEEN, HISTORICALLY, SELF-SUSTAINING AND THE SALE OF LOTTERIES WOULD PROVIDE ADDITIONAL INSURANCE FOR THE SUCCESSFUL CONTINUATION OF THIS ECONOMIC DEVELOPMENT PROGRAM FOR THE BLIND AND VISUALLY IMPAIRED. WHAT WITH TODAY'S SHRINKAGE OF DOLLARS NOW BEING ALLOCATED TO DOMESTIC PROGRAMS WHICH DIRECTLY AFFECT THE REHABILITATION ACT PL 93-512.

SECONDLY, MR. CHAIRMAN, AN INTERESTING ASPECT OF THE RANDOLPH-SHEPPARD VENDING FACILITY PROGRAM IS ITS DIVERSITY WHICH PERMITS THE TAILORING OF A FACILITY TO MEET THE NEEDS OF CUSTOMERS AT A SPECIFIC LOCATION. OUR CUSTOMERS HAVE INQUIRED ABOUT THE SALE OF LOTTERIES AND EXPRESSED GREAT INTEREST IN BUYING LOTTERY TICKETS FROM US.

THE POPULATION OF CUSTOMERS WE SERVE AT THESE 43 FACILITIES ONLY IS GREAT -- FOR EXAMPLE: ONE SPECIFIC LOCATION SERVES A POPULATION OF 2,700 WITH MORE THAN 5,000 PERSONS IN NEARBY BUILDINGS.

WE WANT TO ADD THIS SERVICE - THE SALE OF LOTTERY TICKETS - IN AN EFFORT TO PROVIDE ADDITIONAL SERVICES AND EXPAND OUR MARKET TO SATISFY OUR CUSTOMERS.

FINALLY, MR. CHAIRMAN, IN OUR NEIGHBORING STATES, MARYLAND AND PENNSYLVANIA, THE LOTTERY HAS BEEN PERMITTED ON RANDOLPH-SHEPPARD FACILITIES SINCE AMENDMENT OF THE ACT IN 1974. MUST THE DISTRICT OF COLUMBIA BE AN EXCEPTION? IS IT NECESSARY FOR BLIND MANAGERS TO BE PENALIZED BECAUSE WE SERVICE FEDERAL EMPLOYEES IN THE NATION'S CAPITAL? SO, ON BEHALF OF ALL BLIND MANAGERS AND THE REHABILITATION SERVICES ADMINISTRATION, WE RESPECTFULLY REQUEST THE PASSAGE OF THIS BILL: SO THAT WE MAY CARRY OUT THE MANDATE OF THE RANDOLPH-SHEPPARD ACT, INCREASE OUR REVENUES BOTH PERSONALLY AND PROGRAMMATICALLY AND SUPPLY OUR CUSTOMERS WITH THE CONVENIENCE OF A SERVICE THAT THEY HAVE BEEN REQUESTING.

MR. CHAIRMAN, I THANK YOU

Mr. DIXON. Well, you are absolutely correct as to what the Randolph-Sheppard Act says.

It says that if there is an authorized state lottery, vendors shall be allowed to engage in that activity.

I don't know if this will help you or not, but let me give you a little background of why the restrictive language was placed in our bill.

I chaired the committee at the time the restrictive language you refer to was adopted. It was placed in the bill by a Member of Congress who at the present time is not on this committee.

The issue was very controversial as it relates to authorization of the lottery, and there were several issues raised at the time. If I can speak for Mr. Porter, I believe, Mr. Porter and other members of the committee felt that although states have approved lotteries and have moved forward with games of chance, there is no national lottery and the Congress as a matter of national policy has not taken any position in endorsing those kinds of activities. I think Mr. Porter would say that he did not think its appropriate—notwithstanding what was said in the Randolph-Sheppard Act, and I really don't know the history behind the Act and I don't know if any states had lotteries in when the act was approved—to be conducting that type of business in a Federal building, or as the term is used here, "enclave".

So, I assure you that whatever we do, it isn't a matter of discriminating against the blind vendors. The issue is whether this is the kind of activity Congress has deemed appropriate to conduct in the Federal enclave.

By way of illustration, we have also exempted a certain portion of the District of Columbia—that is, Georgetown—from lottery activities. We are revisiting that issue.

So, your presence here today will help us revisit whether lottery activity should be allowed in the Federal enclave or adjacent to public buildings. But I think those who advocate the position reflected in the language adopted by this committee and the Congress feel it is not appropriate to go into a Federal building in or adjacent to the Federal enclave and purchase gambling paraphernalia.

Now, that is my recollection of what happened and my best judgment as to what the situation is. But, I want to assure you that I understand the economic impact to you and other blind vendors, but it isn't a matter of discriminating against you.

And you are correct in that the Randolph-Sheppard Act says that.

Do either of you have a history of whether there were States that had——

Mr. REED. I did want to address that.

The Randolph-Sheppard Act has been twice amended since its original passage in 1936, and it was in the last amendments, the ones that took place in 1974, that we got that language.

So, there were states by that time that had lotteries.

FEDERAL BUILDINGS WHERE LOTTERY SALES ARE PERMITTED

Mr. DIXON. Are there states that have lotteries where blind vendors are operating in Federal buildings and selling lottery paraphernalia?

Mr. HERRON. There is in the state of Maryland in the Social Security Building in Baltimore.

Mr. REED. Which is a Federal building.

Mr. DIXON. That is more persuasive to me personally than anything else that has been said here.

Mr. Green?

Mr. GREEN. Actually, I guess the lotteries are older than the Republicans.

Some of the Communist states finance themselves, in part, by lottery. I am not horrified at the thought of such sales in a Federal enclave.

Mr. DIXON. Nor am I horrified at the thought. But as I recall that was the catalyst that resulted in our language prohibiting lottery sales in public buildings in or adjacent to the Federal enclave.

As I said, we are at some disadvantage because the gentleman who offered that language is no longer on this subcommittee.

Mr. Reed, we appreciate your appearance and the appearance of Mr. Conard before the committee today. I will assure you that I will raise it with the committee members when we go to mark up and have an opportunity to talk about a change in that language.

I would ask, are there any other instances where blind vendors are selling—

Mr. HERRON. In Pennsylvania in the Internal Revenue Service Building in Philadelphia.

In our promotional film, we have the gentleman out dispersing lottery tickets on a promotional.

Mr. DIXON. It would be helpful if you would drop me a line and indicate those areas where that activity is going on.

[The information follows:]

The following information is provided per your request. The Randolph-Sheppard Vending Facility Programs sell Lottery tickets at the following Federal properties in Maryland and Pennsylvania.

Social Security Operations Building 6501 Security Boulevard Woodlawn, Maryland 21207

Social Security Building, Administration Building, 6401 Security Boulevard, Woodlawn, Maryland 21235

Social Security Annex, Woodlawn, Maryland 21235

Social Security, Metro West Building, 300 N. Green Street, Baltimore, Maryland 21201

Social Security, West Building, 6401 Security Boulevard, Woodlawn, Maryland 21207

Internal Revenue Service, 11601 Roosevelt Boulevard, Philadelphia, Pennsylvania 19155

We are continuing our research to identify other states and will pass this information on to you.

Sincerely,

THOMAS V. HERRON,
Deputy Director, DC Randolph-Sheppard Nominee, Inc.,
DC Department of Human Services.

Mr. DIXON. Thank you, gentlemen, very much for your testimony today. I assure you that we will address this issue very thoroughly at the markup.

Mr. **Dixon**. I understand that Ms. Len is also here.

Ms. Len, how are you today?

Ms. **Len**. Good afternoon, Mr. Chairman.

Mr. **Dixon**. Let me indicate to you that the Chairman intended to adjourn this meeting at ten minutes to 3:00.

We tried to contact you to indicate that outside witnesses would not be appearing today, but obviously, we missed you.

Ms. **Len**. When did you want them to appear?

Mr. **Dixon**. We haven't set a date yet.

You are correct, we did set this afternoon.

Ms. **Len**. If you want to postpone me then, I will have it typed by then.

Mr. **Dixon**. I will let you make that decision. If you would like to come back, it would probably allow you more time, but since you are here, if you want to proceed, that will be fine, except I am adjourning this meeting in about 13 minutes.

Ms. **Len**. I stayed up until 5:00 o'clock this morning to get some facts for this meeting, so I would love to have an extension.

Mr. **Dixon**. Then Mr. Miconi will be in touch with you concerning the day we are going to hear outside witnesses.

[Clerk's note.—See pp. 2944–2963, this volume for Ms. Len's testimony.]

THURSDAY, MAY 22, 1986.

UNIVERSITY OF THE DISTRICT OF COLUMBIA

WITNESS

SAMUEL F. CARCIONE, PRESIDENT-ELECT, UNIVERSITY OF THE DISTRICT OF COLUMBIA FACULTY ASSOCIATION

Mr. **Dixon**. Next we have Samuel F. Carcione, President-Elect of the University of the District of Columbia Faculty Association. Let me mention that I plan to adjourn no later than 2:50 p.m. We will be pleased to hear you, Mr. Carcione.

Mr. **Carcione**. I appreciate the fact that we can testify today.

Thank you for the opportunity to address the subcommittee.

The UDC Faculty Association and the university began negotiations for our Third Master Agreement in mid-August, 1984.

We concluded negotiation of the compensation package on December 19, 1984 and disposed of the last of the remaining issues on the table on March 28, 1985.

The compensation package contained provisions for providing additional grades on the salary scale for those holding the ranks of Assistant Professor, Associate Professor, and Professor.

It also provided for a one-time four percent bonus for FY 1985, a 3.5 percent cost of living increase for FY 1986, and from 4.5 percent to 6 percent cost of living increase, depending on the Consumer Price Index, in FY 1987.

The University claimed during compensation negotiations that they did not have funds to grant faculty within grade increases for FY 1986 but also promised to submit a supplemental budget request immediately upon conclusion of compensation negotiations to cover the costs of such increases.

They did not do so.

As a result, not one faculty member in the bargaining unit received a within grade increase for the current year.

On the other hand, every eligible person in an administrative or quasi-administrative position who holds a faculty contract was given a within grade increase.

UDC submitted its proposed FY 1986 budget request to the Mayor after compensation issues had been resolved.

Consequently, the supplemental budget request would have only covered the period from August 16 through September 30, 1985. Other money should have been included in the normal budget submission. Furthermore, the new grades were not to become effective until August 16, 1986.

In the course of compensation negotiations, the university assured us that their budget submission for FY 1987, which you have before you, would request funding for each and every faculty member eligible to receive a within grade increase.

That has always been the university's practice.

In fact, it is our understanding that every employee of the university, and, for that matter, of the District of Columbia, other than faculty in our bargaining unit has and will continue to receive a within grade increase upon becoming eligible and receiving a satisfactory evaluation.

I have attached a copy of UDC instruction 110.307 and call your attention to the paragraph entitled "Step 7" on the second page in which it states: "A step increase will be automatic unless a definitive statement that a step increase should not be granted is received by the Personnel Office."

I might add that that is for administrative personnel.

We learned after the fact that the university has not requested adequate funding for faculty within grade increases.

We were told initially that they had forgotten to do so and later that the university's Office of General Counsel had advised that the money not be requested.

The requested funding level will provide money for only about 40 percent of those on faculty contracts to receive a within grade increase.

However, nearly half of those who will receive them will be in positions outside the bargaining unit, i.e., department chairs and assistant and associate deans. They do little teaching, little research, and little service.

With the money available, only about one of every four regular full time faculty members will be given a within grade increase.

Despite our urgent requests, the university has not even considered making a supplemental budget request to provide fair and equal treatment for its faculty.

In another, related matter, the university asked us during negotiations to change our rate of pay for faculty working during the summer.

Although it meant a drastic cut in salary for a sizeable number of faculty, we agreed to do so on the promise that more courses would be offered. It is critical for our students to be able to take courses during the summer.

Nonetheless, the number of courses to be offered has apparently declined significantly this summer. Far fewer students and faculty will be at the university but each and every person not on the regular full time faculty will be employed at full salary.

We fail to understand why 100 percent of the support personnel should be retained for the summer when only about 15 percent of the faculty and students will be at the university.

PREPARED STATEMENT OF SAMUEL F. CARCIONE

[The statement of Samuel F. Carcione follows:]

udcfa nea

Building 48 Room 3006
4200 Connecticut Avenue, N.W.
Washington, D.C. 20008
(202)-282-3334

STATEMENT OF SAMUEL F. CARCIONE, PRESIDENT ELECT

UNIVERSITY OF THE DISTRICT OF COLUMBIA FACULTY ASSOCIATION/NEA

BEFORE THE

DISTRICT OF COLUMBIA SUBCOMMITTEE ON APPROPRIATIONS

OF THE

UNITED STATES HOUSE OF REPRESENTATIVES

RELATIVE TO THE BUDGET OF THE

UNIVERSITY OF THE DISTRICT OF COLUMBIA

May 22, 1986

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Affiliated with the National Education Association

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The requested funding level will provide money for only about 40% of those on faculty contracts to receive a within grade increase. However, nearly half of those who will receive them will be in positions outside the bargaining unit, i.e. department chairs and assistant and associate deans. They do little teaching, little research, and little service.

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Nonetheless, the number of courses to be offered has apparently declined significantly this summer. Far fewer students and faculty will be at the university but each and every person not on the regular full time faculty will be employed at full salary. We fail to understand why 100% of the support personnel should be retained for the summer when only about 15% of the faculty and students will be at the university.

INSTRUCTION 110.307

NOTICE

MEMORANDUM

DATE April 3, 1985

DISTRIBUTION A. Q. Van Ness

SUBJECT Procedures for Processing Administrative Schedule Employees Performance Evaluations

1. Purpose. This Instruction informs the University community of changes in processing performance evaluations for Administrative Schedule employees.

2. Background. Performance evaluations have been arriving in the Personnel Office in an inexpedient manner. In some cases evaluations have been two years past due. The late submission of performance evaluations have denied employees their just increases in a timely manner, and has also created an extra burden on the D.C. Payroll Office in processing the increases retroactively.

3. Action. Effective immediately, all performance evaluations will be processed in accordance with the procedures outlined in 4. below.

4. Procedures.

Step 1. The Personnel Staffing Specialist and/or the Personnel Assistant will forward the Performance Evaluation Notice to appropriate supervisor(s) at least ninety days prior to the evaluation due date. (In cases where an employee has been under one or more supervisors during the rating period, a separate notice will be forwarded to each supervisor indicating the appropriate rating period.)

Step 2. The first line supervisor and the second line supervisor will complete and submit the evaluation to the Personnel Staffing Specialist and/or Personnel Assistant on the ending date indicated on the Performance Evaluation Notice.

Step 3. The Personnel Staffing Specialist and/or the Personnel Assistant will process the evaluation within the two week payroll deadline so that the employee will receive the step increase on the due date.

Step 4. The Personnel Staffing Specialist and/or the Personnel Assistant will notify the Director of Personnel of all evaluations not received by the due date.

Step 5. The Director of Personnel will notify the appropriate vice president of all evaluations not received for his/her areas of responsibility.

Step 6. The appropriate vice president will respond to the notification within five (5) working days from receipt of the Notice.

Step 7. A step increase will be automatic unless a definitive statement that a step increase should not be granted is received by the Personnel Office. Such a statement could be a part of the employee's performance evaluation.

Step 8. Failure to perform the evaluation within the time frame required may constitute cause for adverse action.

5. Additional Information. For further information, please contact the appropriate Personnel Staffing Specialist on 282-7490 or -7483.

Eugene A. Harrington, Jr.

Eugene A. Harrington, Jr.
Director of Personnel

Bobby William Austin

Bobby W. Austin, Ph.D.
Executive Assistant
to the President

Mr. Dixon. When you say "in grade", you are talking not about a cost-of-living adjustment but a salary range that is divided into incremental steps?

Mr. Carcione. That is correct.

Mr. Dixon. And your main contention is that the administrators are receiving the step raises——

Mr. Carcione. Everyone—well, there are three categories, as I understand it, of employees at the university in terms of pay.

There is a district service employee. The people in maintenance, for example, would be district service. There is the administrative service and the faculty service.

The district service is mandated by law. The conditions under which they get their's, and they are automatic. The administrative services is automatic.

The faculty is the only place, as I understand, in the entire D.C. Government where a person who receives not only satisfactory—for example, excellent evaluation. I received an excellent evaluation, and last night my new thing for next year came and I didn't get a step increase.

I have been sitting at the end of the line for ten or 12 years.

Mr. Dixon. Is the University Faculty Association under some collective bargaining agreement?

Mr. Carcione. We are the recognized collective bargaining agency for the university.

Mr. Dixon. I guess what I am asking is whether this is a part of the collective bargaining agreement?

Mr. Carcione. The collective bargaining agreement does not speak specifically to whether the in grades will be given automatically, because there was never a need for that.

That had been the practice and there was no need—and it is also the practice throughout the district.

If we had suspected that that would not be the case, then we would have insisted that it be in the agreement.

Mr. Dixon. When does the agreement expire?

Mr. Carcione. September 30, 1987.

Mr. Dixon. You know what I am leading up to—this committee has reluctance to get involved in an entirely internal matter.

Have you been before the Board of Trustees or discussed it with the acting president?

Mr. Carcione. I called the Chairman of the Board of Trustees the last time about a week and a half ago.

She told me—I also called the acting president that day. He never returned my call. She told me she would discuss it with him and have him return my call. He still has not returned my call. That is typical.

Mr. Dixon. The best the committee can do is make sure you get an opportunity to talk to President Ford.

Mr. Carcione. I understand that the committee doesn't have power to put money into the budget that is not requested.

I believe that the Mayor has received something like 350 to 400 letters from faculty members.

We have about 570 people on the faculty including people outside of our bargaining unit, but 350 to 400 of them have written letters to the Mayor asking that he intervene.

Mr. Dixon. I am sure Mrs. Marshall will take the message back to the District building.

Mr. Green, do you have any questions?

Mr. Green. No questions.

Mr. Dixon. Thank you very much, Mr. Carcione, and I will see that the president talks to you about your concerns.

The Committee will adjourn subject to the call of the chair.

Wednesday, June 11, 1986.

TAXIMETERS

WITNESS

PARRIS, HON. STAN, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF VIRGINIA

Mr. Coughlin. The committee will come to order. We are going to hear from Members of Congress, city residents, and organizations that have requested an opportunity to appear before the committee concerning the District Government's budget for fiscal year 1987.

The first witness is our distinguished colleague, Mr. Stan Parris, the gentleman who represents the 8th District of Virginia. We will be pleased to hear from you.

Statement of Congressman Stan Parris

Mr. Parris. Thank you very much, Larry. I will be exceedingly brief. I do not have a prepared statement. You gentlemen and the Members of this committee understand the issue very well that I want to address very quickly with you. It has been talked about before, up and down in these halls and by those present, so I would just remind you that it is an ongoing matter of concern, and entreat your favor towards it. That is the elimination of the prohibition on taxicabs that has traditionally been included, historically been included in the D.C. appropriation measure.

Mr. Barnes from Maryland and I on the D.C. Committee have had rather extensive hearings on some of what we consider to be problems, concerns, failure if you will, in the inspection program for taxicabs, and I would remind you that the District of Columbia is the only major metropolitan area in the free world which does not have metered taxicabs.

I just don't think there is any more justification for that. I am told by Mr. Natcher, who I have personally discussed this matter with in a modest lobbying effort in regard to the issue. He tells me, and I don't mean to speak for him, but it is something like 25 years ago or something Mr. McMillan apparently thought this was a good idea, so they wrote it in the bill and like a lot of other governmental proposals, it has an eternal life.

I think it has long since outlived its usefulness, and I won't belabor you with all the arguments, but we have a situation at National Airport where you and I both know of instances where in unmetered taxicabs, people unfamiliar with the Washington area get in the cab and you can get to Capitol Hill for $10 or you can go around the Washington Monument four times and come here for

$30, and that is one of the problems with cabs and with meters. Meters won't eliminate all of that, but they will tend to reduce it to at least an acceptable minimum.

The other part of it, I am told—and I am not a great expert on the industry, but I am told that because of the competitiveness of the zone system, it is very difficult, if you don't ride cabs every day, to be familiar with the conditions that apply, and it is almost impossible, I am told, for the less fortunate people in this community to get in a cab at the Hill, for instance, and go to Anacostia, because the zone change is something like 50 cents or whatever it is, and a cab driver can't drive from here to there for 50 cents, so they just simply will not take a passenger. Those are the kinds of problems that exist every day in this town, I think for no good reason at all.

Finally, the taxicab meter situation lends itself to the enforcement of tax obligations on unearned income. You can go back and you have a way to establish the amount of gross revenues that have been earned. It is just simply more efficient.

Number two, when you have a metered taxicab you get more income. You can in fact replace your equipment. We all know of some of the unsatisfactory conditions of a portion of the vehicles that run around this town as taxicabs. I think that issue reflects directly on my constituents, on those of my friend, Frank Wolf from Virginia. You gentlemen, when your constituents come into this town, I think they are entitled to a certain degree of safety in equipment that is utilized for taxicabs, and that is a function of doing the business in a profitable way, so that you can replace the equipment in some kind of a normal fashion.

With all that, Mr. Chairman, I will leave you with the thought that I think you would be doing the consumers of this town and the industry itself a great benefit, if you would finally exorcise from this bill the language that says there shall be no taxicab meters in Washington.

Mr. COUGHLIN. May I just ask what the authorizing committee has done on this question? Have they done anything?

Mr. PARRIS. We have held a hearing. We did not write it into the bill, because there is no mention of this matter in our bill, so, obviously, if there is no prohibition, there is no reason, but we had some fairly extensive hearings, and determined that we would in fact, as individual Members and I don't mean to speak for him, but Mr Barnes was present when he and I talked to Bill Natcher. It is my understanding that Mike very strongly supports the position that I have outlined.

Mr. COUGHLIN. Has the committee taken an official position on this issue?

Mr. PARRIS. No, we have not. To put it another way, we did not report a bill as a result of the hearings. So we have not had a forum in which we do other than to agree that we are going to come and deal with your bill, which does in fact have the prohibition.

Mr. COUGHLIN. Mr. Green.

Mr. GREEN. As a frequent user of taxicabs in this town, I know what you are talking about. Thank you.

Mr. COUGHLIN. Mr. Wolf.

Mr. **Wolf**. Have we taken over the committee?

Mr. **Parris**. I spent a quarter of a century in politics. This is the first time I have ever been in the majority anyplace. I think it is wonderful. I may just stay here all afternoon, just to bask in the feeling.

Mr. **Wolf**. My only comment is I think what you say makes sense. Are there any other large cities that have——

Mr. **Parris**. I think I said, Frank, before you arrived, to my knowledge there is not another major metropolitan area in the free world where taxicabs do not have meters.

Mr. **Wolf**. I think what you are saying makes sense. We have periodically gotten complaints, because we are local from people who come into town and get a cab at National Airport, and end up paying some $40. It has certainly been up very, very high.

I think taxicab meters make a lot of sense not only for local people but I think probably more for constituents from around the country. It seems to me it ought to be something that Congress looks at favorably.

Why is it in the bill now?

Mr. **Green**. When I raised this issue a few years ago, I was told there was concern at the time about the cost that would be imposed on taxi drivers if they had to get meters. I might also say in fairness to the Interstate Taxi Commission, that I think the situation at the airport is much improved, because dispatchers now regularly hand out a slip of paper when you get a cab, so you have some idea as to what you ought to be charged. But the zone system within the District is beyond belief.

Mr. **Parris**. If I might state quickly, Mr. Chairman, we have a bizarre situation in the Washington metropolitan area in terms of taxicab transportation. There is no question about it. We have three jurisdictions. It is the only place in the world, I guess, where you have got three political jurisdictions, three supervisory agencies, three everything, and we have got the situation at National Airport, a Virginia cab licensed in Virginia can take you anywhere, but a Maryland and D.C. cab cannot take you into Virginia, et cetera.

We have got those kinds of problems, I grant you that; but the reason that this issue has not been affirmatively addressed by the local jurisdictions is because you gentlemen in your wisdom have included a prohibition in your bill that says you can't. Well, why don't we just clear the decks and let the States in this case do whatever they choose to do, and the appropriate local agencies deal with this problem in some legitimate way.

Mr. **Coughlin**. Thank you very much. We appreciate your testimony.

Mr. **Parris**. I appreciate the time.

WEDNESDAY, JUNE 11, 1986.

FIRE DEPARTMENT BUDGET

WITNESSES

THOMAS N. TIPPETT, PRESIDENT, D.C. FIRE FIGHTERS ASSOCIATION, LOCAL 36, AFL-CIO

KENNETH COX, FIRST VICE PRESIDENT AND CONGRESSIONAL LIAISON

RAYMOND SNEED, SECOND VICE PRESIDENT

Mr. COUGHLIN. Our next witnesses are Mr. Thomas N. Tippett and Mr. Ken Cox of the D.C. Fire Fighters Association, Local 36. We welcome you aboard. It is always good to have you here. We appreciate your service to the District.

Mr. TIPPETT. The chairman might be pleased to hear that the fireboat has been fully revamped and it is functioning well.

Mr. COUGHLIN. We do have your testimony, which will be entered in full in the record. If you would summarize your statement for the committee, we would appreciate it.

Mr. TIPPETT. I would like to go through a short portion of it and then summarize the rest of it, if I could, sir.

STATEMENT OF THOMAS N. TIPPETT

I am Thomas N. Tippett, President of the Fire Fighters Association, District of Columbia, Local 36 of the International Association of Fire Fighters, AFL-CIO. Accompanying me today is Kenneth Cox, First Vice President and Congressional Liaison, and Second Vice President Raymond Sneed.

We appreciate the opportunity to appear before this committee to offer our comments on the proposed fiscal year 1987 budget of the District of Columbia Fire Department, and in the interest of time, we shall attempt to keep our comments brief and to the point.

First, we would be remiss if we failed to, once again, thank the committee and staff for their concerns in maintaining a high level of fire and emergency medical assistance to the citizens, workers and visitors to our Nation's Capital. We feel your previous efforts, in past budgets, have made a significant contribution to our ability to save lives and improve the delivery of emergency fire/rescue services.

We appear before this committee in support of the budget submitted by Fire Chief Coleman and approved by the D.C. City Council. We believe you will find that this is a "no frills" request and will meet our basic needs.

HAZARDOUS MATERIALS UNIT

We wish to draw your attention to one area of need that currently exists within our department and was partially addressed by the D.C. City Council. That area of need, we believe, is the services of a full-time Hazardous Materials Unit, commonly known as a "Haz-Mat Unit." Let me explain.

Currently there are three full-time, fully staffed Heavy Duty Rescue Squads strategically located at the following locations:

Rescue Squad 1, 1300 New Jersey Avenue, N.W. (Ward 2), Rescue Squad 2, 2531 Sherman Avenue, N.W. (Ward 1) and Rescue Squad 4, 4930 Connecticut Avenue, N.W. (Ward 3). Rescue Squad 3, the city's only part-time Heavy Duty Rescue Squad Unit, is located in Anacostia at 2101 14th Street, S.E. (Ward 6) and responds to emergencies in Wards 6, 7, and 8 on a part-time basis.

The reason we believe Rescue Squad 3 to be a "part-time" unit is because they share double duty with the city's only Hazardous Materials Unit which is housed at the same station Rescue Squad 3 shares. Thus, when Rescue Squad 3 is out on a call with its five-man crew, the Haz-Mat Unit, containing thousands of dollars of highly specialized equipment to deal with hazardous materials leaks, spills, contaminations, PCB, etcetera, sits unattended. Likewise, when the Haz-Mat Unit is out on a call (184 responses in fiscal year 1985) the Rescue Squad is unavailable for a response to Ward 6, 7, or 8 and a replacement rescue squad must respond from the Northwest section of the city to take their place.

A replacement squad has to come from upper Northwest to take their place.

Not only is this a dangerous practice, but we feel it is a direct violation of Conference Report No. 97-972, which stated "The increase of $1,200,000 will allow the Department to fund 93 additional positions to staff the four heavy duty rescue units with separate crews beginning in April 1983. The conferees are agreed that the four units are to be fully staffed with separate crews by September 30, 1983.

We feel that that really isn't being accomplished the way it is operating right now. As an example, we had a serious fire situation in Anacostia over on Chester Street, where that rescue squad was in the house making their initial search, and that is their primary obligation is search for victims. They were yanked out of that situation by the assistant fire chief, told to respond back, pick up the Haz-Mat Unit, and respond to the Municipal Center, 300 Indiana Avenue, for a PCB leak.

We feel certainly the citizens of that area of the city are being deprived of a full service, heavy-duty rescue squad, which Congress in its wisdom restored several years ago to its full-duty status. Now, again, we are back to being a part-time unit.

We are pleased to report that the Council supported our recommendations to make two separate full-time units. However, in doing so, the Council only provided language that would fund this unit on a six-month basis, and we believe the $350,000 amount appropriated is insufficient, and we respectfully request that the correct figure be $836,000 for fiscal year 1987, and that that be incorporated in the language here.

BONUSES FOR RETIRED FIRE FIGHTERS

Another item very briefly is last time we had a problem with bonuses for 927 retired guys that were left out of the appropriations as a result of our last contract. That was taken care of. However, there are still 23 firefighters who retired between November of 1984 and March of 1985, who did not receive their bonus. We believe that the D.C. Retirement Board should be the correct agency to pay this, and respectfully request bill language that would require the D.C. Retirement Board to pay the $21,000 to these 23 firefighters who have retired during that period.

ENGINE COMPANY NO. 3

Another item we are concerned over is the fate of Capitol Hill Fire Station, Engine Company 3.

In light of the fire in Senator Heinz's office, the massive security buildups plus the recent accounts of Mr. Abu Abbas who is sought by U.S. authorities on charges that he orchestrated the Achille Lauro ship hijacking and he also has vowed that terrorist attacks would be launched inside the United States in retaliation for the U.S. bombing of Libya last month. [See Washington Post article dated 5-7-85). Local 36 believes that Engine Company 3 is a vital link in the security of the U.S. Capitol and respectfully urges the committee to include report and bill language that would remove the cloud of doubt as to "will they go or will they stay" as related to the location of Engine Company 3 and put to an end the speculation surrounding their demise.

We had a recent fire that the Committee may be aware of at the Library of Congress, a very serious fire just May 29. Again, this company was the first and only company there initially, and while it was a serious fire, causing roughly $100,000 worth of damage, I think their presence there certainly prevented a much more serious incident from occurring. There is clearly a Federal interest here as relates to the security of the Capitol, keeping in mind whether it is the President landing by way of helicopter on the Capitol grounds, the inauguration of the President or even the State of the Union Address, it is Engine Company 3 that is standing by on the Capitol grounds to assist if an emergency arises and their services are required.

RESIDENCY REQUIREMENT

Finally, Mr. Chairman, we want to bring to the subcommittee's attention our opposition to the continuation of the District of Columbia Residency Requirement that is causing an economic hardship on our younger members. While we realize that this might not be the proper forum to address this concern, we as an organization feel obligated to take every opportunity to communicate with those in authority, that this is an unfair piece of legislation. Numerous groups of city employees have been granted exemptions from compliance while others are mandated to comply. It has made the dream of our younger members of owning a home almost out of the question and is forcing many members to seek reemployment in the surrounding jurisdictions. The residency requirement is economically unfair and needs to be repealed.

We thank you for your time and will be available for any questions the committee may have.

PREPARED STATEMENT OF THOMAS N. TIPPETT

[The statement of Mr. Tippett follows:]

Chairman Dixon, members of the Sub-Committee and staff, I am Thomas N. Tippett, President of the Fire Fighters Association, District of Columbia, Local 36 of the International Association of Fire Fighters, AFL-CIO. Accompanying me today is Kenneth Cox, 1st Vice President and Congressional Liaison and 2nd Vice President Raymond Sneed.

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We appear before this committee in support of the budget submitted by Fire Chief Coleman and approved by the D.C. City Council. We believe you will find that this is a "no frills" request and will meet our basic needs.

We wish to draw your attention to one area of need that currently exists within our department and was partially addressed by the D.C. City Council. That area of need, we believe, is the services of a full-time Hazardous Materials Unit, commonly known as a "Haz-Mat Unit". Let me explain.

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Not only is this a dangerous practice, but we feel it is a direct violation of Conference Report No. 97-972 which stated "the increase of $1,200,000 will allow the Department to fund 93 additional positions to staff the four heavy duty rescue units with seperate crews beginning in April 1983. The conferees are agreed that the four units are to be fully staffed with seperate crews by September 30, 1983.

Let me give you an actual emergency that occurred in Ward Six, and prompted us to bring this to the attention of the city council.

On August 16, 1985 at 1211 hours, Rescue Squad 3 was dispatched to 2314 Chester St., S.E. for a report of a fire in an occupied dwelling. Upon their arrival, fire was observed in all areas of the two story house and was extending into the next house at 2316 Chester St., S.E. As Rescue Squad 3 was entering the house to begin their interior search and rescue pattern and assist in extinguishing this fire, they were notified via radio that "By Order of the Assistant Fire Chief of Operations they are to report back to quarters and pick up the Haz-Mat Unit and respond to the Municipal Center, 300 Indiana Ave., N.W. for a P.C.B. leak". These firefighters from Rescue Squad 3 were ordered to leave a "working fire" in order to handle a Hazardous Matrials incident. The number of Haz-Mat unit responses are as follows:

Feb. 1, 1984 thru Sept 30, 1984 - 118 Responses
Oct. 1, 1984 thru Sept. 30, 1985 - 184 Responses
FY 1986 Projected Responses - 200 Projected

As you can see, the amount of double duty performance by the members of Rescue Squad 3/Haz-Mat Unit is on the increase. We believe the time has come for the city to make both Rescue Squad 3 and the Hazardous Materials Unit full sevice companies. It would appear that the citizens of Wards 6, 7 and 8 are not receiving the same type of equal fire protection that is available to other sections of the city.

In addition it was the Haz-Mat Unit, while on inspection, located and reported on a very serious problem of leaking PCB transformers at the Smithsonian Museum. The widespread media coverage of this discovery has resulted in major safety improvements in all Federal buildings under the control of General Service Administration.

Because of his insistance that these life-threatening conditions at the

Smithsonian be corrected, even though the D.C. Government has no enforcement powers on Federal property. Lt. Patrick Walsh of the Haz-Unit was awarded the highly coveted Karen Silkwood Award by the Christic Institute.

As you can see the Haz/Mat Unit in its two brief years has proved to be an indispensable part of a modern, big-city fire department. Unfortuantely, the dedicated men and women assigned to the Haz-Mat Unit are doing double duty, staffing a very busy Heavy Duty Rescue Squad. Rescue Squad 3 responds to over 1,200 fire and rescue calls each year in addition to Haz-Mat service.

The following are some examples of the various types of emergencies the Hazardous Materials Unit has reponded to:

Natural Gas	81
Gasoline Spills	47
Diesel Fuels and Fuel Oils	37
PCBs	22
Propane	22
Acid Spills)	7
Hydrochloric Acids)	
Acetylene	5
Chemical Spills and Fires	6
Solid and Infectious Waste	3
Formaldehyde	3
Anhydrous Ammonia	7
Boron Trifloride	1
Calcium Carbide	1
Radio Active	3
Chlorine at Pools	8
Cyanide - for Fumigation	1
Perchloride Etheylene	3
Sulfuric Acid	1
Liquid Oxygen	2
Liquid Nitrogen	1

Diamathylamine	1
Petroleum Either	1
Pine Oil	1
Sodium Hydride	1
Sodium Hydroxide	1
Misc. Reponses	63

We are pleased to report that the City Council supported our recommendation to make Rescue Squad 3/Hazardous Materials Unit two seperate and distinct, full time units. However, in doing so, the Council only provided language that would fund this unit on a six month basis, and we believe the $350,000 amount appropriated is insufficient, and respectfully request that the correct figure should be $836,106 for FY 1987.

We respectfully urge this committee to evaluate our concerns and add the necessary funds to the proposed FY 1987 budget that would place the Hazardous Materials Unit on a full time basis with adequate funding.

In other City Council action, the Judiciary Committee directed that the Fire Department pay from within its budget the $21,060 for bonuses to the 23 firefighters who retired between 11-24-84 and 3-28-85 while the new contract was being negotiated, and did not receive a 3% bonus as did the 927 other retirees. We believe the D.C. Retirement Board should be the correct agency to pay this bonus and respectfully request Bill language that would require the D.C. Retirement Board to pay the $21,060 to the 23 firefighers who retired during the period between 11-24-84 and 3-28-85.

We are still concerned over the fate of Capitol Hill's Fire Station, Engine Company No. 3.

In light of the fire in Senator Heinz's office, (see enclosed letter) the massive security buildup on the U.S. Capitol grounds, plus the recent news account of Mr. Abu Abbas who is sought by U.S. authorities on charges that he orchestrated the Achille Lauro Ship hijacking and he also has vowed that terrorist attacks would be launched inside the United States in retaliation for the U.S. bombing of Libya last month. (See Washington Post article dated 5-7-85) Local 36 believes that Engine Co. 3 is a vital link in the security of the U.S. Capital and respectfully urge the Committee to report Bill language that would remove the cloud of doubt as to "will they go or will they stay" as related to the location of Engine Co. 3 and put to an end the speculation surrounding their demise.

There is clearly a Federal interest here as it relates to the security of the Capitol, keeping in mind that whether it is the President of the United States landing via helicopter on the Capitol grounds; the inauguration of the President or even the State of the Union Address - it is Engine Company 3 that is "standing by" on the Capitol grounds to assist if an emergency arises and their services are required.

Finally, we want to bring to the Sub-Committee's attention our opposition to the continuation of the District of Columbia Residency Requirement that is causing an economic hardship on our younger members. While we realize that this might not be the proper forum to address this concern, we as an organization feel obligated to take every opportunity to communicate with those in authority, that this is an unfair piece of legislation. Numerous groups of city employees have been granted exemptions from compliance while other are mandated to comply. It has made the dream of our younger members of owning a home, almost out of the question and is forcing many members to seek re-employment in the surrounding jurisdictions. The Residency Requirement is economically unfair and needs to be repealed.

We thank you for your time and will be available for any questions the committee may have.

Mr. DIXON. Mr. Coughlin, please continue.

Mr. COUGHLIN. Thank you, Mr. Chairman.

Mr. Tippett, we appreciate your testimony today. We are certainly sympathetic to your concerns, as you well know. The committee has always been.

Mr. TIPPETT. Yes, they certainly have.

Mr. COUGHLIN. Mr. Chairman, I yield back to you.

Mr. DIXON. Mr. Green.

HAZ-MAT UNIT

Mr. GREEN. I wasn't quite clear what the City Council did with respect to the Haz-Mat Unit.

Mr. TIPPETT. They funded it for six months. That is, they provided funding in the budget for only six months. This has happened on occasion. I don't know the reasoning behind it, but it certainly is needed. It is needed now, but we would hope that at the beginning of the fiscal year funds would be designated and they would be required to place it in service.

Mr. GREEN. Did they indicate which six months?

Mr. TIPPETT. No, sir.

Mr. GREEN. Thank you, Mr. Chairman.

Mr. DIXON. Mr. Wolf.

Mr. WOLF. Thank you, Mr. Chairman

RESIDENCY REQUIREMENT

On the residency requirement, I think you are exactly right. My dad was a policeman, and we had to live in the city, and there was no way of ever getting out of the city. What is the rationale here with regard to that?

Mr. TIPPETT. I don't know what the rationale behind it is. It was imposed in 1980 on all new hires. Already there has been wholesale exemptions for computer programmers, financial analysts, doctors, nurses, employees of Lorton.

Mr. WOLF. Why have they exempted them?

Mr. TIPPETT. Because they have a problem, as I understand it, attracting and maintaining employees in those categories. Firefighters, we have lost so many that we have brought on board, trained. They came on board with good intentions from Pennsylvania, Maryland, Virginia, feeling that they could live with the residency requirement, but once they are here a year or two they get married, start to have a family, and then they start to look out at the prices of housing, and realize that they simply cannot afford it. It is an economic issue.

Mr. WOLF. I can see that.

Mr. TIPPETT. It is strictly economics. And they are prevented from living in Virginia or Maryland, and buying where they can afford.

Mr. WOLF. I was at a firehouse the other day in Arlington County. I just stopped by to say hello, and I asked them where they were from. And out of the four, I don't think anyone was from Arlington County. One was from Leesburg, a young fellow. He said the reason he lived in Leesburg was because he wanted to have a house that he could afford. He had kids. Another one lived in western Fairfax County, on the Loudoun line down around Route 28. Another one lived in Annandale, and I forget where the other one lived. The reason that they lived there was not because they wouldn't like to live in Arlington County to be close by, but because of the cost of housing. What is the cost of housing? What is the average cost of a house in the District of Columbia?

Mr. TIPPETT. It is about $160,000, I believe, now.

Mr. WOLF. A lot of the policemen in our area are moving out, down to Woodbridge, Dale City and places like that, where the cost of houses is less.

Mr. TIPPETT. That has been traditionally what has happened here. I was born and raised here in the District, lived here all my life. When I got married and started to have a family, I did as others have done. I went down to P.G., as far out as you could get, where you could afford something with your salary. These guys are prevented from doing that. Initially they will room together, two or three of them. They will get an apartment. They may be on different shifts, and that is workable. But once they get married and start looking at the cost of housing and getting out on their own, they can't manage. So many of them are leaving the police and fire departments here in the District.

Mr. WOLF. Where do they go? In Maryland?

Mr. TIPPETT. We train them, get them ready, then they go to surrounding jurisdictions, and then we are back training and recruiting again another batch, if you will. The cycle repeats itself.

Mr. WOLF. Have you asked the Mayor and the council?

Mr. TIPPETT. Yes. We have been before the council.

Mr. WOLF. What is the reason if you have exempted other groups?

Ms. MARSHALL. The reasons the other groups have been exempted is because they are basically hard-to-fill jobs. Some of the areas he is talking about that were exempted are in the computer area and the financial area. The jobs in these areas are hard-to-fill jobs. There were some other exemptions granted for jobs at facilities located outside of Washington, such as the Lorton facility. There has been some talk about exemptions for some police and firefighters. When we developed our own personnel system in FY1980 the residency requirement was a part of that new system. Basically when people are hired, they are informed of the residency requirement and they have 180 days to move into the city. So they are hired knowing the fact that they must move into the city if they are not already living here.

Mr. TIPPETT. Quite frankly, the inequities, it is one of the biggest problems. These guys and gals now, male and female, they see exemptions across the board for other groups, and if you are going to have a residency requirement, we feel you have one or you don't have one.

Mr. WOLF. I agree. It seems to me if the city wants to have a residency requirement it ought to have the right to have it, although I don't agree with it. I think everybody should be covered. I think from the Mayor right on down you ought to have absolutely positively no exemption. But once you give anybody exemptions, that means some people are more equal than others.

Mr. TIPPETT. And there are many, many exemptions and there are more proposed. Employees and doctors at D.C. General are being proposed.

Ms. MARSHALL. It goes back to the really hard-to-fill jobs. The police and fire jobs have not been hard-to-fill jobs.

Mr. WOLF. That just doesn't seem fair. You ought not exempt anybody or you ought to exempt everybody. I sympathize with you. What is the status? Isn't the authorizing committee, the D.C. Committee, supposed to be doing something?

Mr. TIPPETT. Yes. We are looking for some relief there. We have been before the council, had a bill submitted, but it has never even come up for a vote, and we have had hearings on it. There were some real horror stories told there. But we haven't been able to get anywhere with the council on this issue.

Mr. WOLF. Whose decision is it, the council's or the Mayor's?

Ms. MARSHALL. It is the council. The council would have to have hearings on the proposed bill and if the bill was approved it would have to come back to the Mayor to be signed. The only thing that I would say is that the residency requirement not only affects the fireman, it affects every other person who was hired after FY1980.

Mr. WOLF. I agree.

Ms. MARSHALL. There are a lot of people that have hardships besides the firemen, who must meet the residency requirement. They are here to speak only for the firemen, but there are other people that have jobs here that were informed that they have 180 days to move in the City.

Mr. WOLF. Absolutely.

Do you make teachers live here?

Ms. MARSHALL. Yes.

Mr. WOLF. We don't. We allow teachers to live in the District of Columbia. A lot of our teachers live in the District of Columbia, a lot live in Maryland. I think you ought to be able to live anywhere. I agree with you. They all ought to have the opportunity to live where they would like.

Mr. TIPPETT. That is what we support, the abolishment of this residency requirement, and that is what we are going to keep fighting for.

Ms. MARSHALL. The point that I am making is that these people know they have 180 days to move into the District and they should not take the jobs if they felt they cannot afford to live here. There are other employees along with the firemen that have to live in the District.

Mr. WOLF. I agree with you. I think we are saying the same thing. They all ought to be exempt. You ought to exempt everybody, not just give it to one group.

COMMUTER TAX AND RESIDENCY REQUIREMENT

Mr. TIPPETT. Quite frankly, Congressman, I think we are being held hostage to a commuter tax on this residency issue. We have been told if a commuter tax was forthcoming, the residency requirement probably would be abolished.

Mr. WOLF. There will be no commuter tax.

Mr. TIPPETT. I think we all realize that.

Mr. **Wolf.** I sympathize with you and I wish you well. No further questions.

Mr. **Dixon.** Let me apologize for being late. I had a meeting in my office, and in my mind I had 1:00 to 4:00 p.m. not 12 noon to 4:00 p.m., Mr. Coughlin. So I appreciate your chairing the meeting until I got here.

COURT DECISIONS ON RESIDENCY REQUIREMENTS

The issue of residency requirements as it applies to police and firemen has been litigated around the country; isn't that correct?

Mr. **Tippett.** Yes, sir.

Mr. **Dixon.** The court has indicated that residential requirements may not be appropriate, but in fact it is response time as it relates to police officers and firefighters; isn't that correct?

Mr. **Tippett.** Well, it has been litigated in a lot of cities, and has come down on different sides in different cities. Different State courts have ruled in various ways. That is not the issue as we understand it with the department here. It is not a recall-response situation, especially in the 24-hour shift that we work now. That has never been brought up as one of the reasons for it. It is a personnel decision that was made, and quite frankly, I firmly believe that it is tied into—in fact, I have been told that it is tied into the commuter tax issue.

What is very frustrating is to see all these exemptions made and to see us lose good people. Just recently, today in the Post in fact, if you noticed the FOP, the Police Department went to Puerto Rico and hired a large number of Hispanics, Hispanic-speaking residents, and brought them here, and now a lot of them are getting ready to leave. They came here in good faith but they realize they cannot afford to live here in the District and bring their families up here and survive.

If they could live in P.G. or Charles or Calvert County or southern Virginia, then they could find something that they could afford. But on $21,000, you can't purchase a house in the District, and you, being a resident also, realize how things have changed here since we were coming up.

Mr. **Dixon.** How old are you, Mr. Tippett?

Mr. **Tippett.** Thirty-nine.

Mr. **Dixon.** I was long before you.

Mr. **Tippett.** I would love personally to be able to live back here, but I can't afford it. Maybe one day when the kids are gone. That is what our people are telling us, and I can see it happening.

Mr. **Dixon.** Any further questions?

If not, thank you very much, for your testimony today. It's also nice to see you again, Ken.

Mr. **Tippett.** Thank you, sir.

Mr. **Cox.** Thank you, Mr. Chairman.

WEDNESDAY, JUNE 11, 1986.

PUBLIC SCHOOLS BUDGET

WITNESSES

HAROLD FISHER, JR., PRESIDENT, WASHINGTON TEACHERS' UNION, LOCAL 6, AFL-CIO

CHARLES R. BRAXTON, LEGISLATIVE REPRESENTATIVE

Mr. DIXON. Do we have a representative from the Washington Teachers' Union present? Mr. Harold Fisher, Jr. Let me say that we would appreciate if each witness would summarize their testimony and make every effort to limit it to five minutes.

STATEMENT OF HAROLD FISHER, JR.

Mr. FISHER. Thank you, Mr. Chairman. My apologies to the committee for being somewhat late. I had a little difficulty getting into the Capitol today with all the tourists around. Essentially, the Washington Teachers' Union endorses the 1987 funding level proposed for the public schools of the District of Columbia, but not without some reservations, as we indicate in our presentation.

I would simply like to point out a couple of things with regard to those reservations. First of all, the funding level itself does not go far enough, in the union's view, in addressing the overall problems of student-teacher ratio in the city, in some specific areas, classroom teachers as well as counselors in special education, as well as the area of early childhood education.

COUNSELORS

With respect to counselors in particular, these persons have a very specific and demanding role within the District, and as counselors do almost anywhere, but primarily we are talking about counseling services in an urban school setting that would allow counselors to have the time to deal with students on a closer basis. We are talking about a ratio of what we would like to see of 300 to one. As it stands now, a ratio of pretty close to 1,000 to one, it is quite difficult.

Those students who are encouraged by their families to move on to a higher education have the opportunity to do that, and don't need a great deal of encouragement. We have a lot of students who come from families where the education may not be beyond the high school level, they don't receive that kind of encouragement; and that is one of the jobs of the counselor. Where we find students who are bright but in less privileged situations, the counselor acts as the person who will talk with that student, who will find the necessary funding so that that student can further his or her education.

In the present budget there is an allotment for 25 additional counselors for the D.C. Public School System. That is simply a drop in the bucket in terms of what we really need, and it is going to get worse, unfortunately, because education nationwide is facing a crisis in terms of persons who are going to be available. We are finding fewer and fewer of our college graduates going into the area of education and into the public schools.

EARLY CHILDHOOD EDUCATION

The other area that we are particularly concerned about is early childhood education. In a number of reports, one by the New York Commissioner of Education, Mr. Gordon Amback, he makes a cogent reference indicating that virtually all preschoolers whose parents can afford to put them in private structured programs are already in one. Census figures show that 75 percent of the children from families with incomes of more than $25,000 attend some sort of school by age four, while this is true of only 33 percent of children from families with incomes of less than $15,000.

All the data that the Federal Government has been able to gather on the Head Start program argues for early education. The earlier we can get our children in schools, the better chance they will have. We have seen that by age 13 those students who were engaged in early childhood education are better motivated than those students who have not had any sort of early childhood education experience.

We have also been able to see that these same students are more likely to pursue an education beyond high school than are those who have not had that, and are less likely to get special education problems too as a result of students having had an opportunity for early childhood education.

SPECIAL EDUCATION

Special education in itself has been a growing concern in the District of Columbia. Our rolls in the number of students in special education have been increasing consistently, and if we were to take the position that we were going to try to get to these problems extremely early, tie them in, we could eliminate a lot of the problems that we have.

CONDITIONS OF SCHOOL BUILDINGS

We also believe that you cannot have education in a building where those facilities are in such disarray that students see those simply as an extension of a neighborhood that they may have come from that is in itself in disrepair. Coming into a school building, a child must be motivated not only by the teacher but by the physical surroundings. They must be of such a nature that the child is inspired to achieve.

Our buildings are in dire need of repair. Special education buildings are in dire need of complete renovation, because of the kinds of problems that we are getting now. We have through 94-142, the school system has had placed upon it an almost hospital function in terms of special education. When we look at our school buildings, they were not, the State schools were not built for that function. If you walk into any special education school, State school in the District of Columbia, you will find that our teachers are almost performing the same jobs not only of teaching in terms of education, but in terms of a nurse or a doctor, but our school buildings are not designed for that. They need to be redesigned.

Along those lines, I then must say that we see the budget as being a step in the right direction, but being inadequate on the whole. We are going to face in this school system, as in other school systems, this growing problem, and if we are not willing to bite the bullet at this particular point, and do something about that, then we are going to fall farther behind.

BILINGUAL EDUCATION

Lastly, let me say that we have a growing bilingual, and in our city, Spanish-speaking population. Yet we have found that there has been a 17 percent drop for bilingual education in our budget. We cannot afford that. As I heard the gentleman before me saying, that the Police Department had gone to I believe he said Puerto Rico to see if they could hire some Spanish-speaking officers. We are going to need teachers who have a speaking knowledge of the Spanish language, and that is not just those persons who will be teaching Spanish as a regular foreign language, but our population is growing, and if we are unable to communicate as teachers with that growing population, then our system as a whole will begin to suffer.

Within the next five to 10 years we will lose close to 50 to 75 percent of the teachers in the District of Columbia through retirement, or at least they will be at retirement age. We have to replace that personnel. We have to do it with an education budget that reflects the times.

Thank you, Mr. Chairman.

PREPARED STATEMENT OF HAROLD FISHER, JR.

[The statement of Mr. Fisher follows:]

Mr. Chairman and members of the Committee, my name is Harold Fisher, Jr. I serve the teachers of this city as President of the Washington Teachers' Union, Local #6, American Federation of Teachers, AFL-CIO. Accompanying me is our Legislative Representative Charles R. Braxton. We appreciate the opportunity to present the views of this organization of over 5,000 teachers working daily in the classrooms of the D.C. public school system.

Essentially, the Washington Teachers' Union endorses the 1987 funding level proposed for the public school system though not without some reservation. We do so for reasons of the utmost urgency. The needs are many and the demands are great.

In part, the categories requiring expanded funding are new positions reflecting a more qualitative assessment of pupil needs; added paraprofessional assistance; the assumption of bilingual education, previously Federally funded; and increasing utility costs. Others include improvement in the conditions of school facilities and equipment.

Additionally, the previous reference to physical plant problems is a too long endured condition of deterioration of the school's physical plant. Teaching and pupil learning under current defective conditions -- leaking roofs, inoperable heating systems, balky plumbing may not be easily visualized from a distance. But teacher illness and pupil learning driven by these unhealthy conditions leap from the news.

Some students have openly and articulately rejected this type of educational environment. Others may find little difference in stricken schools and their equally stricken neighborhoods.

It is our belief that improved school structures and maintenance will induce a cultural enhancement contributing significantly to their educational growth.

The matter of additional teachers coupled with paraprofessional assistance moves us along the way to an effective pupil/teacher ratio. Increasingly, the perception of "production line" classroom teaching is yielding to qualitative education goals the teacher's ability to provide more individual attention to pupils increases attention span and retention. When inundated with paperwork, data information, forms, reports and so forth, teaching time is lost. The teacher is then the victim though unjustly referred to as the culprit. The student, ultimately, suffers.

Yet Mr. Chairman, under such adverse conditions with less than total designation of teaching time, teachers here teach. An improved setting will enhance the effort. The the thrust of this budget, long overdue, seeks to correct these teacher support/deficiencies. I should add that teachers find the day to day involvement with children a highly rewarding experience. And throughout educational history teachers have reflected that bond.

Related to the issue of educational quality is that of early childhood learning. It is important that emerging curiosity be nurtured. Expanding the program to full day pre-kindergarten services -- the city schools direct attention to area of critical need. Here, we may draw heavily upon the lessons of Head Start.

Comprehensively, that program included an array of health services then unavailable to the children involved to. These services enabled the children to achieve greater educational growth. The record portrayed by the Children's Defense Fund notes positive findings in this connection resulting from a follow-up study of an 820 Head Start children. They are:

> ". . .gains lasting as long as 13 years. Participating children . . . less likely to require extensive special education and more likely to be in the correct grade level for that age.
>
> "On fourth grade standardized tests . . . participating children score significantly higher in mathematics achievement . . . and reading as well.
>
> Head Start benefits . . . increased projected lifetime earnings. . . "

With these precedents in mind Mr. Chairman, it is becoming increasingly apparent that we must begin early in the pupil's life. Moreover, strides in this direction are being taken elsewhere at the local and state levels.

According to Edward Fiske, writing in the special education edition of April 13, 1986, "Virtually every state has, in the last five years, enacted school reform regulation much of it focused on helping young children get a good start in school." He cites research showing that these programs (preschool) can pay for themselves.

Participating students from disadvantaged backgrounds, according to a study ("Changed Lives" High/Scope Foundation), graduated from high school and went on to jobs or further education. Another factor developed showed children's development regardless of any meager education level of parents.

The New York school system currently has early childhood education under study. In this connection, the New York Commissioner of Education, Mr. Gordon Ambach, makes a cogent reference arguing the following:

> "Virtually all preschoolers whose parents can afford to put them in private structured programs are already in one. Census figures show that 75 percent of the children from families with incomes of more than $25 000 attend some sort of school by age 4, while this is true of only 33 percent of children from families with incomes of less than $15,000."

The connection would seem to be obvious. To the extent these percentages apply locally, the funding should be provided. The pupils future and that of city will be improved.

On the matter of additional counselors, the Union is keenly aware of the current workload. The school budget reference to the counselor/ student ratio problem grows out of prior stringent budgets. And, the Union seeks approval of the request for added staffing enabling counselors to serve students. Former U.S. Commissioner of Education, Harold Howe, 2nd, who is now Chairman of the Commission on Pre-College Guidance and Counseling has taken note of the impact of counselor understaffing. He states:

> "Counseling services in urban schools, are often inadequate . . . and contribute to a two tiered education system in which students in wealthier schools are encouraged to go on to college, but those in poorer institutions get little support."

This observation occurred in connection with the release of a report of the Commission on cutbacks in college, counseling services in public schools.

Counselors in the D.C. public schools argue, and rightly so, about the workload induced by thinly expending the services they provide in an effort to reach all students. At a ratio of six counselors to 2,000 students or 833.3 to 1, in depth services to students, many of which manifest great uncertainties become an overextended and futile exercise. The students are under-served as the counselors are overworked.

Mr. Chairman and members, this function becomes even greater in importance under present fiscal conditions. Reductions in assistance for college costs create major obstacles for students. They must rely heavily on counselor advice and recommendation regarding careers and opportunities available. Even now, minority and majority college enrollment is declining. Digressing a bit, the above reference, at least inferentially brings into focus a rather suspect policy achieving some limited popularity. That is the responsibility for the education of our children rests upon the parents, local, and state governments. In our view, the contrary is true.

The rising accommodations of education and the total accumulation of intellectual growth benefits not only the student, the family, or the state and local community of his or her birth. The nation and society benefits. And the benefits, tangible and intangible, are many. This government has a stake, if not investment, in the enlarging body of intellectual growth. And it is not solely the construction of more prisons.

It should be further noted that our advocacy of superior armaments to that of any of our adversaries remain a national responsibility. The development of education, however, becomes a more fragmented observation. Nonetheless, even the security purpose may not be best served when the educational base rests upon differing perceptions of obligations.

While the above may be only tangentially related to the matter of counselors, their roles are tremendously enhanced when there is an opportunity to be pointed to. It is certainly appropriate, Mr. Chairman, that the Union commends the Congress for resisting deep cuts in education funding at elementary, secondary, and college levels.

Moreover, I urge the reversal of reduced aid to student aspirants pursuing higher education.

The budget contains other references to "mandated services" for bilingual and special education students. Moreover, Mr. Chairman, note is taken of ". . . the transfer to the schools' regular budget of Federally funded base services for bilingual students to maintain the existing offerings and the increasing demands of special education programs." Each of these began as Federally mandated programs and remain so. And they are compatible with the President's State of the Union language, "A nation renewed stronger, freer, and more secure", and the knowledge that as the family goes so goes our civilization. Yet the willingness to share the burden for all of this diminishes.

Federal supporting funds for education in the District's public schools declined approximately 19% notwithstanding rampant inflation, along with reductions proposed in other education programs by the Federal 1986 budget, a 17% drop for bilingual education 15% for special education. As a consequence, these costs must be replaced by local taxpayers.

That, coupled with the sword of Gramm-Rudman-Hollings hanging over us, portends a uncertain future. However, these ethnic students are in our neighborhoods and schools now, and they are eager for education. For them, the language barrier must be overcome to effectively engage subject matter courses. We cannot leave them floundering now.

The added burden for them, not uncommon to many of us, is holding a part-time or full-time job. Teachers and school staff must provide intensive support services for them.

As of 1985-86, 3,722 ethnic students were enrolled in the D.C. School system. And that number will mount as their immigration continues and families grow. This nation has had the bitter experience with the defined uneducated class. And the residual effects linger more than a hundred of years later. Let us not go down that path once more.

Special education students for whom the D.C. public schools are responsible numbered 7,843 (1985-86), up from 2,215 (1979). Under P.L. 94-142, Congress decided to educate the handicapped. No more languishing in human warehouses euphemistically called mental hospitals. It was determined that many, with education would grow into productive adults. Generally, I would term the experience as cost effective and certainly humane. Many have found themselves niches in our every day endeavors achieving satisfaction in their efforts and contributing to our society.

Nevertheless, funding reduction for Chapter I programs flows through to the regular classroom. Regular classroom teachers must be assigned to the otherwise Federally supported function. That action means the loss of teachers to the regular classroom pupils.

As a consequence, the diminished Federal obligation and passing the buck to localities is a mistaken moral responsibility as well as an economic one. Other evolved education programs, now passed on to localities such as vocational education should be renewed as national as well as local investment in human resources -- our greatest resource I may add. These successful graduates are the present and future tax payers if nothing else.

But in this budget, this city seeks to redress much of the Federal governments withdrawn support. And, in that vein, we urge approval of the entire City budget. Whatever the incidence of deficiencies and adversities so widely proclaimed, I ask that the Congress not overreact for it will be the children and others who will lose, in more than dollars, if you do.

Thank you.

Mr. **Dixon**. Mr. Braxton, do you have anything to add?

Mr. **Braxton**. No, I have nothing to add.

Mr. **Dixon**. Mr. Coughlin, any questions?

Mr. **Coughlin**. No questions.

Mr. **Dixon**. Mr. Wolf.

Mr. **Wolf**. I want to thank you for your statement. It was a very, very good one. I have just a couple of questions to ask you. Regarding the teachers, the loss of 70 to 75 percent, following on with the firemen, would it help if you knocked out the residency requirement for everybody including the teachers, whereby you could recruit from people who lived in Maryland and Virginia as well as in the District of Columbia?

Mr. **Fisher**. Yes, it would help. We opposed the residency requirement originally, and we had sought some legislation for exemption for teachers. We have none that exempts all teachers. We were successful in getting some legislation to clarify the language with regard to teachers who were RIFed, or did not leave the system of their own accord, so consequently—and they were on board prior to the residency requirement coming into being, so they were allowed to come back, but not as new employees.

But overall, the thing that has confronted us is the question of revenue. That has always been a position that the council and the Mayor have advanced. If the city is unable to gain revenue by virtue of the residency requirement, if there is not going to be a commuter tax, then what happens to the overall budget? And of course there is always the specter of the school budget being one of those that would be cut as a result.

Mr. **Wolf**. I don't see any connection between a commuter tax and the residency requirement. I don't think you gain any revenue by the residency requirement. For every house that is empty because the teacher moves to Arlington or moves to Prince George's County it is going to be filled with somebody else.

What is the starting salary? I guess it is not a big issue in my district. I didn't think about it until the firemen mentioned it. I went back as I was thinking of the days my dad was a policeman in Philadelphia, and we had a residency requirement there. I didn't like it because we wanted to move out farther away, but on the other hand it was fair because there were absolutely no exemptions.

The mayor and everybody lived in the city, and so therefore you understood that is the way it was, and I think it has been that way from Benjamin Franklin's time. There has been a residency requirement from the very, very beginning, but it seems with all the exemptions—and I didn't know there were any exemptions—it becomes unfair. You say they are thinking of exemptions for the teachers, now the firemen, the doctors, nurses, computer specialists.

It just seems to me you ought to get together and say, hey, if we want to live in the District we live in the District, but somebody I think ought to try to wipe it out for everybody, and I guess you are on record for knocking it out.

Mr. **Fisher**. Yes, we have been and still are. The starting salary for teachers is a little over $17,000. It will go to $18,000 this September, so that a new teacher coming into the District of Columbia is in no position to afford the high cost of housing in the District. In fact, a teacher who has been in the District for some six or seven years, with a bachelor's degree, is not really in a position, because at that particular time the salary is just a little over $20,000.

Mr. WOLF. I just don't think that is very fair.

REMARKS OF CHARLES R. BRAXTON

Mr. BRAXTON. If I may, Mr. Chairman, let me try to put this issue in some kind of perspective, because I have attended the council hearings at which this issue was dealt with. There is a matter of the tax base, and as Mr. Fisher indicated, the school system is particularly vulnerable in this respect. Of course, in the earlier years, the '70s, it was not a very consistent pattern with respect to the development of the Federal payment. Sometimes it went up and sometimes it went down, and therefore the matter of the tax base has been highly irrelevant. Therefore, it was the thinking, in my opinion, having experienced these discussions, that the income from the city in terms of the city government would at least in part return to the city treasury in the way of tax revenues, and it also reflects the reaction of the city agencies, the city government, to the employment situation.

With all due respect to my friend in the suburbs, I think the suburban areas, as I last read, have an unemployment level of about 3 percent, and here it is between 7 and 8 percent and has been as high as 12 percent.

With respect to the exemptions sought, and there was terrific opposition to even that, but as Ms. Marshall indicated, it was just a matter of necessity that those people they sought in those specialized situations simply could not afford to live here, unless these exemptions were granted, so it is not the easiest problem.

I agree that broadening the reservoir of talent may be helpful, but then the city has to weigh that against whatever means it takes to enhance its tax base.

Mr. WOLF. I think we are spending more time on this, and I apologize to the committee. Maybe it is not that big of an issue. It is almost a balkanization. I think it is a counterproductive negative approach to government to require certain people in our society to live in a certain region. That is like saying everybody in Fairfax County ought to only buy in Fairfax County stores; they only ought to buy in Seven-11s that pay taxes in Fairfax County. Don't go into Arlington County or into Prince George's County.

The Metro was built so it goes into all of the jurisdictions and brings us together, not dividing us. This whole residency requirement issue is divisive. It divides the region rather than bringing it together, and I think it narrows the pool of opportunity to get good quality people who may just live in Prince George's County or may live across the line.

I wasn't thinking in terms of only discriminating against those who have jobs. I think it hurts the children that are in the schools, because there may be that great teacher who lives just across the line in Arlington or just across the line in P.G. who would love to come and would really be the one that becomes Teacher of the Year. Anyway, I will just let it go.

21-YEAR DRINKING AGE

The 21-year drinking age, do you support it or oppose it?

Mr. **Fisher**. Support it.

Mr. **Wolf**. I appreciate that. I hope you tell the Mayor and the council too how important that is.

TEACHING OF VALUES IN SCHOOL SYSTEM

The last question, and this is a very tricky one; I asked this of the Superintendent and I prefaced it and her answer was basically yes. Would you favor some sort of curriculum in the schools which totally respected all religious beliefs and backgrounds and everything else, but dealt with values, values meaning respect the other individual, ethics and basic moral values that even though people come from different backgrounds they could pretty much agree on.

Would you favor some sort of moral standard or value approach? We had talked earlier about this, about maybe putting a pilot program together for the District if they wanted it. That is why I would like to have your opinion.

Mr. **Fisher**. Let me say this. I don't know if you are aware. We have just finished with an unfair labor practice petition against the school system regarding Good Friday as a holiday. It was taken from teachers this year. It will be reinstituted next year, but in my letter to the board and the Superintendent, I pointed out that in a city as diversified as Washington, D.C., where we have at least a representative from practically every religion in the world, that as teachers we cannot afford, and as a school system we cannot afford, to practice intolerance with regard to any religious belief, and that in my opinion the school system is doing a disservice to the students and to the community at large, when it does not, through the course of the school year, recognize that some administrative relief must be given to students and teachers to allow them at the particular periods during the year to practice whatever belief that they may have.

That does not to my way of thinking interfere with the separation of church and state. It goes to I believe one of the founding principles of this country, and that is that we should be tolerant of other people's beliefs, and that as teachers, we have a responsibility to make sure that our students understand that tolerance, so that we don't end up with an intolerant adult population.

Mr. **Wolf**. Thank you very much, Mr. Fisher. I appreciate that. No further questions.

Mr. **Dixon**. Mr. Wolf, your question wasn't really directed to any religious teachings or the exercise of religious freedom.

Mr. **Wolf**. No.

Mr. **Dixon**. Your question was whether there should be some ethic type of course in the school system.

I don't believe you addressed that at all, Mr. Fisher.

Mr. **Fisher**. With regard to a course in the school system, yes. I grew up in the school system; I am part of it. Although there was no particular course, there was a recognition of the need for teaching moral standards, and I believe that we need to do that.

We have a responsibility as educators to teach moral standards, and I would not oppose a course, no.

Mr. **Wolf**. Thank you.

Mr. **Dixon**. Mr. Coughlin.

Mr. **Coughlin**. No questions.

Mr. **Dixon**. Thank you both for your testimony.

Mr. **Fisher**. Thank you, Mr. Chairman.

WEDNESDAY, JUNE 11, 1986.

FIRE DEPARTMENT BUDGET

WITNESS

MRS. L.L. LEN, D.C. RESIDENT

Mr. **Dixon**. Next we have Mrs. Len, a resident of the District of Columbia. She is here to testify on the Fire Department and the enhanced 911 emergency telephone number.

Mrs. Len, please come forward.

Mrs. **Len**. Thank you, Chairman Dixon. Good afternoon.

Mr. **Dixon**. Let me indicate to you, Mrs. Len, that while I was in Los Angeles, I received a nice message from you wishing me well in my primary race. I certainly appreciate your thoughtfulness. I did get the message.

We will be pleased to hear from you, Mrs. Len.

Mrs. **Len**. Let us give you this letter which is a rain check until next year to be the keynote. We are going to catch you ahead of time, we hope.

This is the roster of fire fighters, the latest in April. You will remember last year you expressed concern.

Mr. **Dixon**. So the thrust of your testimony will be about the Fire Department.

Mrs. **Len**. In a way, yes, but I would like to deviate.

Thank you again for you folks being here, and I am glad to see more than one committee member present.

RESIDENCY REQUIREMENT

I would like to P.S. a remark on the residential requirement, if I may, please. There are two concerns that were not brought up by anybody here. One is that when policemen and firemen, especially policemen, go home after their duty to their residences, before they can get from their car to their house they are confronted by neighbors who take up their time, many times beyond what is really considerate of them, and by the time those two neighbors get done, someone else has come along, and pretty soon the wife called two or three times for dinner or for lunch, or just reminding them that they are home, and I personally know of a police officer, in fact, there may be more than one, who have had domestic problems because the neighbors are so inconsiderate.

Now, also policemen sometimes, especially in our congested areas here in Washington, their families are confronted with the negative element, as I call the hoodlums. They seem to know where they live or follow them home, and so for security reasons, forget about the money angle. I think policemen and firemen are better off, especially policemen, way out somewhere.

Another angle you people don't seem to think about, some of you, is that they can get more space for less money. They can grow their own vegetables and maybe have chickens and eggs, and therefore they don't have to pay the high prices, and yet get them fresher.

Another angle is that the taxes. I have wondered if the taxes that the District thinks that they are gaining from these policemen and firemen and teachers, because they are not the high-tax bracket people. So I don't think they are getting that much because they have so many exemptions that some of them don't have to pay too much taxes, so the city is not really benefiting financially.

I am just 100 percent, why some of the people came over here hundreds of years ago to exercise their freedom of religion and where they want to live, and I hope we can see that again.

It really bristles me when I hear people comparing Washington, D. C., with other cities. There is no way that you can compare the nation's capital. That is why it was set up separately, because we have 100-and-some embassies, we have an international element here that you don't have anywhere in the country.

So we are a little world of our own here, and I think that the politicians, I just can't understand how politicians can put money ahead of lives in the first place. I will never understand that, when it comes to proper tools and quality equipment that they need.

I will have to brief through my statement.

D.C. SEWAGE AND WATER DEPARTMENT

The first two pictures I will comment on. I would like to compliment the D.C. sewage and water department. I am consumer chairman of an organization for 16 years here in Washington, local citizens group, and I took her to meet our director who is from Chicago, and he has been here a few years, and when we walked in, he finally came in, I complimented him on the atmosphere of his office and the quietness.

We didn't see cans of drinks sitting around on the desk, and he sort of cut me off when I said that, because, he said, well, he took care of that when he came and took over. He sent a memo around that there would be no drinks, no food, and no radios, and I tell you, it is very refreshing to go.

It took me back about 50 years, because when I worked in Chicago we weren't allowed to have drinks, food, we weren't even allowed to talk in those days.

Mr. **Dixon**. What agency are you referring to?

Mrs. **Len**. Number two on my agenda, the D.C. water and sewage department.

He is excellent, and I told him I was going to commend him here and I did.

POLICE MANPOWER

Number three, the police need manpower. They cannot even land all the new scooters that were brought in much less some of the older ones.

We need four-man scooters in every district 24-hours a day to go around the neighborhoods, the schools, the mom-and-pop stores, the little small shopping centers, the churches, and bus stops and shelters.

Every once in a while crime is, we see in the papers and here in the media about crime, in areas where we just don't see scooters, policemen. They get around quietly at 3:00 in the morning. You can't hardly hear them at any time for that matter on the scooters.

I know the streets are very rough on them, but also they could be watching for the yellow and red light runners.

On K Street, you take your life in your hands. You just have to wait until the light is completely changed and watch and be sure.

Also, all the policemen do not have vests, Chair Dixon, yet. I am hoping that before long, too long, the station vest personnel, not just the policemen but the civilians who man the station desks will get them.

Why do we have to wait until somebody gets killed or hurt? Out west not too long ago, some hoodlum burst into a police station desk and let them have it. If we can't be the leader in our country, let's at least follow when we hear and see things happen like this.

ENHANCED 911 SYSTEM

Number four, D.C. police E–911 communications is sadly understaffed. Mr. Downs happens to be during the last couple of months, and I believe another month he is doing a survey. He has two people over there, a lady and a gentleman, on whether we need more staffing or whether there needs to be any changes in the system from the way it has been set up.

I happened two weeks ago to moderate a panel that was supposed to have been five people but ended up with four. The Police Department was represented. I went to both chiefs and requested that they tell someone to work with me on this, which they did, and the people's counsel, and the Chesapeake and Potomac Telephone Company.

I must say that the people that we had hoped for the most were the ones that didn't, and they were the Public Service Commission. I think that maybe they just didn't have the courage, but I spent hours with all of these people long before the program that night, and we are firmly convinced that there is not enough staff up there.

We have taken tours up there. I have spent five different visits. When people don't have time to get away, to go to lunch, you send a memo out to the staffs, no food and drinks on the desk, and yet a few of them just ignore it and they still eat their lunch because they have to man the 911 system. There are 13 positions on that, and only five of them were filled the night that a tower went up.

Also, Chair Dixon, when you subscribe to a telephone, I know that there are hundreds of Congressmen, that means Senators and/or Representatives, as well as doctors and lawyers and policemen and firemen and judges who have purposely paid extra to the phone company to have an unlisted telephone number.

I have experienced it myself. When my son tried to call from Florida, and he said, "I know my mother has a phone, I have a death notice for her and I have got to talk to her," they said, "We don't show a listing," but that is the service you pay for. That is the service we pay for. That service has gone kaput.

When the data base feeds from the telephone company to the E-911 screen, you will see the telephone number, the address and the name, and you will see sometimes non-pub, other times you will see unlisted, other times you don't see anything, and there are hundreds of people in the telephone book who only have a number, but they are beginning now not to put in their address, so for security reasons, I hope—I don't know, I haven't pursued this up on the Hill, yes, but I have with the medical group—I hope that something will come of this that I am bringing to your attention. Don't think your number is secret anymore.

That is a violation of trust. I understand they checked with the Justice Department, but I haven't had time to pursue what they said.

In California, there is a city, and you may know where it is, I think one of the LA Times men is trying to help me on this, some citizens filed suit against the phone company and I don't know whether they included the Police Department or not.

They filed suit because of this very reason, that they were being exposed on the screen if they were to call 911. That is my prerogative, anybody's prerogative. If I want to be able to call the police and not have it on that screen, then I can still call 911 and it will still answer, but the information will not go out.

They took it to court, and the lower court upheld the phone company. The appeals court upheld the lower court. Now we haven't heard. I am hoping it goes on to the state, and if it does, and they uphold the appeal, I hope it comes to Washington to the Supreme Court.

PREVENTIVE MAINTENANCE AT FIRE STATIONS

Number five, preventive maintenance programs, in many departments and agencies—that is number six—are nil. Problems must wait until they have grown to crisis size.

To back up, number five, D.C. has failed miserably in some service contracts to respect and request callbacks for work performance. Termites is a classical example. The Fire Department says the termite on the scene. He does everything he is supposed to. He says this is for roaches and rats and other bugs. He says, "Let me know if you have any problem and I will call you back." He has two or three calls.

We let it go so long and then nobody takes the responsibility of remembering that that opportunity exists, and then they go and hire a new contractor to come around and do it.

I will venture to bet that there will be thousands of dollars saved if we could get that into existence.

CODE VIOLATIONS AT ENGINE COMPANY 5

Number seven, the firefighters at Engine 5 in Georgetown in January, a lady and I went by there, and we saw code violations connected with the boiler. They are sitting on a powder keg there. We just went to the public telephone book and called the gas company. We didn't tell anybody we were doing it.

The gas company showed up at the side door and the watch desk said they called the gas company? We were in the back in the sitting room. We admitted it. They went downstairs and he found one of the copper tubings was lying on the floor instead of from the exhaust where it should be.

I won't go into the details of it, but there is back here for you a copy of the tags that were put on that engine company boiler, and how they were in violation of the code. This boiler was installed incorrectly. The Fire Department, General Services and the firefighters at Engine 5 all knew this for over a year. I think it was about a year and a half. It took some doings, but once the gas company came on, why they had to correct it.

I must say that we now have a battalion fire chief who heads up the property department which we never had before.

Mr. DIXON. Excuse me, Mrs. Len, this notice is written at 23:35, which is 11:45 p.m.; were you present at that time?

Mrs. LEN. Yes, sir. We went there for dinner. We pay our way when we go. The firefighters will tell you that.

Mr. DIXON. It was 11:45 at night?

Mrs. LEN. Yes, sir, that is 23:45, and the next morning it seems as if all of a sudden the boiler wasn't working. I have a recap on top of that. I have a recap of the report.

I had to hurriedly get that on the premises and to battalion chief Fleming who heads up the property department. This was about the second week that he had been involved in this kind of work, and he really helps us tremendously. It is good to have a firefighter the head of the property department now instead of a civilian.

Mr. DIXON. My second point is I am going to allow you ten more minutes, so pace yourself. I just remind you of that. You have until 1:30, and you have got 18 points to cover.

Mrs. LEN. Eighteen minutes, one per point, almost.

RESCUE SQUADS

Number eight, rescue squad. We do not have four full-time rescue squads. We only have three. Everybody thinks we have four, because the third rescue squad has to rotate between the hazardous material unit and the rescue squad itself.

If one is out, then the others can go, so if the rescue squad is out, the men are not there to take it out.

We also need instead of having a rescue squad machine renovated into a hazardous material—thank you for being here as long as you were.

We need a complete new hazardous material unit, and not just taking an old Model T, putting a few things in it.

FIREFIGHTERS WITH BACK PROBLEMS

Number nine, we have hundreds and hundreds of firefighters, I would say 95 percent of them are suffering from backaches, for two reasons.

One is, over in certain areas, northeast and southeast, and also on K Street, the streets are so bumpy that the fire trucks themselves can't go beyond 15 miles an hour, because if they do, even the new ones, if they do, it bounces them up and down, and their hat hits the ceiling, and it jams the spine, and the other contribution is I don't know how you would like to go home night after night, or to come home from fighting a fire or whatever, and have to sleep on the little cotton mattresses. They have these cotton mattresses with the little tiny springs that stretch like this, and when a firefighter lies down on that, his center part of his body goes down in a slump, and I tell you, I think in our nation's capital that firefighters have some of these things that are horrendous.

HEALTH INSPECTION REPORTS ON FIRE STATIONS

We come now to number 11. We brought up here several years ago ten health inspection reports on ten station houses, and the Chair for the first time in the history of our District government, a Chair had the courage to go down and inspect several of these station houses.

Mr. DIXON. And you were right, Mrs. Len, you had done your homework.

Mrs. LEN. Thank you.

You told me last year when I crossed the table and thanked you for it, you said, yes, we didn't believe you but when we went down, I must say you are a credible witness. That made my years in my senior years. Thank you.

We still have four on that list. Now the others that belong on it are not on it.

Engine 5 and 16 and 17, and Engine 3, your own first company, it is a crime, so please help us at least on our own Engine 3, if you can't spread it out to the rest of them.

LIFEGUARD BEEPERS

Lifeguards, I won't go into this for long, but there is a picture on the front. This is number 12. There is a picture on the front of this, giving you a picture of a beeper that I brought up here last year, requesting that you follow, earmark some money for the beepers. They are not that expensive. Fairfax has already got 300 that goes into effect July 1st.

A firefighter in a building, in a fire, and if he falls down after 30 seconds the beeper sounds, and it tells you the decibel, how loud it is, and if he needs help, and he has not fallen down but he says he needs help, he can activate it himself.

I think this would be a great item for some of us to give senior citizens for Christmas, too.

Also, they are $100 apiece. However, they are less than that if you buy them in lots.

RESTRICTIONS ON PROMOTIONS

Number 13, promotions are nil in the court, after several years, rules hopefully this late summer or fall. All are people that are being moved up or acting, and most of them are not getting the money along with it. This goes for the District government.

We have about 150 or 160 acting positions, some have been acting for four or five years. This I don't understand.

FIRE BOAT PERSONNEL

Number 14, the D.C. fire boat. The fire boat is in a mayday situation, Chair Dixon, personnel-wise. You scowl, but if you were out there as many times as I am, I am very close to boats because my father was electrocuted on one at Fort Lauderdale.

Out of a staff of 18, we only have one acting licensed pilot, acting. He should have had the full pay a year ago, and be paid for it, and we only have one licensed engineer plus two assistants, which means that there are firefighters—I think that any firefighter who is assigned to the boat, if they want to volunteer to be assigned there fine, they are volunteering because they want to take marine and boat courses, but they shouldn't be sending people down and assigning people down there that are not taking any courses at all, because you get five people on a boat out on a call, and you only have two people out of five that know anything about the boat and the marina.

It is not fair for the men that are there, and who study hard and are working.

Mr. DIXON. Mrs. Len, I am not clear as to what you are saying. Are you saying that the fire boat is manned, but not with people that have the proper training——

Mrs. LEN. That is right.

Mr. DIXON. In fighting marine fires?

Mrs. LEN. That is right.

Mr. DIXON. Is that the trust of what you are saying?

Mrs. LEN. If I am wrong, I would like the union to correct me. They are not saying anything. I call it a crime.

FIRE PROTECTION FOR HELICOPTER TAKEOFFS AND LANDINGS

Fifteen: I am bringing this up here again. Again, the United States President is not being properly covered by D.C. Fire Department when he uses his helicopter at the White House.

The suits are only perimeter suits that the firemen wear, perimeter. We have three kinds of suits for firemen, local, perimeter and entry. Entry means they can go in a fire and weather it. I said, "What are you going to put on the President?" "Oh, we have a special suit for him." I said, "Do you mean that the fire stops burning while you put the suit on him?" "Well, no." I said, "Who wants to go down with the President?"

I heard rumors recently that they are going to downgrade the current suits that they have, the perimeter suits, to more or less like the regular firefighters have, but we want them to upgrade so that they can have the fire-proof suits on, take a king-size bed, big blanket made of the same material, go in there and just throw it over him, wrap him up and carry him out. He will survive a few seconds while they take him out. There is just no time. The Lord controls the fire, and there is no way that it is going to stop.

Mr. **Dixon**. You have checked into this. What reason did they give you?

Mrs. **Len**. Money. Nobody has complained about it.

Mr. **Dixon**. They don't have enough of the heavy asbestos suits?

Mrs. **Len**. No, that isn't it. They have never even ordered the proper suit, they call them entry, that you can enter fires.

I brought this up to the City Council two years ago, and I said, I wonder if the Secret Service would be interested to know that the President does not have, and I went on and told the story. Nobody has heard anything anywhere in any direction.

Whether you are a Republican or a Democrat, it doesn't matter to me. It is the President, the position that he holds.

Mr. **Dixon**. So you are saying the Fire Department has no suits that will hold up under entry into a fire?

Mrs. **Len**. That is right.

Mr. **Dixon**. All right, No. 16.

Mrs. **Len**. I understand, I mean I don't know, it seems to me that they have got a grant from the Federal Government for the perimeter suits. I am not sure about that.

Do you folks know?

Mr. **Dixon**. Mrs. Marshall, do you know?

Ms. **Marshall**. I don't.

Mrs. **Len**. What? I will forget I heard that.

FIREFIGHTERS AND DRUGS

Number 16, please ask for an investigation. That is a rough one. I really have shed tears over this. I can imagine when people aren't in control of themselves to know what they are doing.

The firefighters, no wonder their morale is down, for more reasons than one. I would like you folks to have an investigation into why a firefighter supposedly—this is rumors, but good strong rumors, in talking to people in various areas that know—why a firefighter supposedly is mixed up with drugs, and did not finish a couple of the drug programs that he entered. He entered one, he didn't finish it, then he entered another one, should not be promptly terminated, who pulls a false alarm. Any firefighter—I know cities where if they pull a false alarm——

Mr. **Dixon**. I can't read the rest of this. "So he or she may go to the station."

Mrs. **Len**. Of the engine company responding to the alarm to commit a crime? I know what crime was but I am not going to say. So the rumor goes.

He has used up all of his sick and annual leave. Then he was returned on advanced sick leave, in order to get him back on pay status, and now in your roster he is on light duty. There is more than one firefighter home, so engine companies do not want them in their company.

Please, please ask for an explanation. I have heard two captains in two different places saying, don't send him here or I am going to resign. It is just awful. The people we want to go out there and put their lives on the line for us have to live with somebody like that.

FIREFIGHTERS ON LIGHT DUTY

Number 17, according to the April roster, there are 23 light duty. That is equivalent—this is a very, very tedious point right here—that is equivalent to one engine company of men. LWOP, leave without pay, there are five. There are 30 on sick leave, two suspended, and miscellaneous, 20, which makes a total of 80. I have taken the roster and added everything properly.

All right, you take 80 firefighters plus 98 vacancies, and you have 178 firefighters down, because you have got firefighters that have been away from the unit. These are the 80 that have been away for 60 days, so that is equivalent to seven engine companies of men, but you have to add to that, Chair Dixon, it doesn't stop there. That is just the ones that aren't there at all.

But you have to add the daily absences of sick leave, administrative leave, emergency leave, annual leave and vacations, and when you add that to your seven companies down, we don't know what that is. That could be 100 men in one day or 50 men or 30 men. No wonder, this will help you to understand better why your overtime is so great.

FEDERAL CITY

I want to remind you again, as I did last year, this is a Federal city. It is the nation's capital.

What the schools and the libraries want to do is one thing, but what Congress has the responsibility to the fire and police because you have international visitors, you have people from all over the United States, visitors to visit the nation's capital. It is still a Federal city and we have 100 percent right to see that we have good police and firemen.

I want to close by saying that there are three kinds of people in the world: those who make things happen, and those who watch things happen, and those who wonder what happened. There is make, watch and wonder. I hope I am a maker.

Thank you.

Mr. DIXON. Mrs. Len, thank you for your testimony. As usual, you have done your homework, and you are sure that many of the allegations that you make here are absolutely correct, particularly as it relates to the Fire Department.

Mr. Wolf, do you have any questions?

Mr. WOLF. No. I just want to thank Mrs. Len for her testimony. I am glad I didn't leave and was able to hear it. I think you have really made some good points.

Mrs. LEN. I thank you for being patient in staying.

[CLERK'S NOTE.—See amendments to Mrs. Len's testimony on p. 2963, this volume.]

PREPARED STATEMENT OF MRS. L. LEN

[The prepared testimony of Mrs. L. Len follows:]

Firefighter Safety & Health

Board Unanimous on Fire Fighter Safety

by JOHN BURKE

The Fairfax County Board of Supervisors unanimously voted to approve funding for 300 Personal Alarm Safety System units at a public budget hearing on April 9. Following testimony by Local 2068 President Eric Lamar, the Board approved nearly $23,000 to equip each SCBA on first-line apparatus with a Lifeguard II Personal Distress Device. This particular unit passed the ehaustive evaluations by the Research and Planning Section of the Fire and Resuce Department. County Executive Lambert has approved the purchase to commence on July 1, 1986.

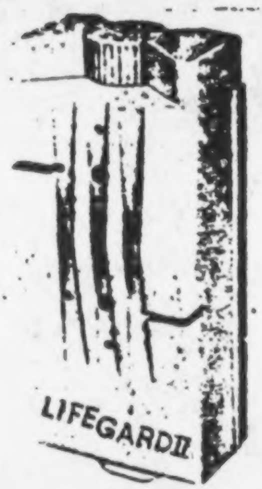
Personal Alarm Safety System, or PASS, is the name of a small electronic unit that emits a loud warning tone when its wearer becomes immobile for a specified length of time. With the use of this device by fire departments across the country, there exists the potential to save hundreds of firefighters' lives in the next decade.

When a firefighter responds on an emergency call, he turns on (or arms) the unit, which makes it sensitive to motion. If he should become immobile for more than 30 seconds the unit sends out a distinctive pulsating alarm. The firefighter can also manually trigger the PASS if he becomes endangered while he is conscious.

The PASS gained national attention following an incident in 1979 when a firefighter employed by the City of Los Angeles died after becoming disoriented in an industrial warehouse that contained paper and petroleum-based duplicator fluid. A search was started when the lost firefighter's cries for help were heard, but dense smoke hampered the rescue effort. A rescuer discovered the now unconscious firefighter and provided air from his SCBA until it was empty and the rescuer was overcome from smoke. The rescuer stumbled out of the warehouse in convulsions and was thought to be the firefighter who had called for help; thus the search was stopped at this point. The lost firefighter was finally discovered forty-five minutes later, dead of his injuries.

This incident led the local affiliate to petition the California Occupational Safety and Health Administration (CAL/OSHA) to issue a special order mandating the use of PASS by all firefighters in the state of California.

Deaths such as this are inexcusable when devices like PASS exist on the market that can emit an alarm that will bring help to a lost, trapped, or unconscious firefighter. Fire service leaders nationwide must realize that the use of a PASS is as ESSENTIAL as any piece of protective equipment that we now employ. No statistic brings this closer to home than the recent house fire in fire station 23's first due. A firefighter fell through the floor and was trapped in the basement where the fire originated. A rescue team was organized and the trapped firefighter could not be located for approximately twenty minutes. The firefighter received first and second degree burns and suffered from smoke inhalation due to exhausting the air supply in

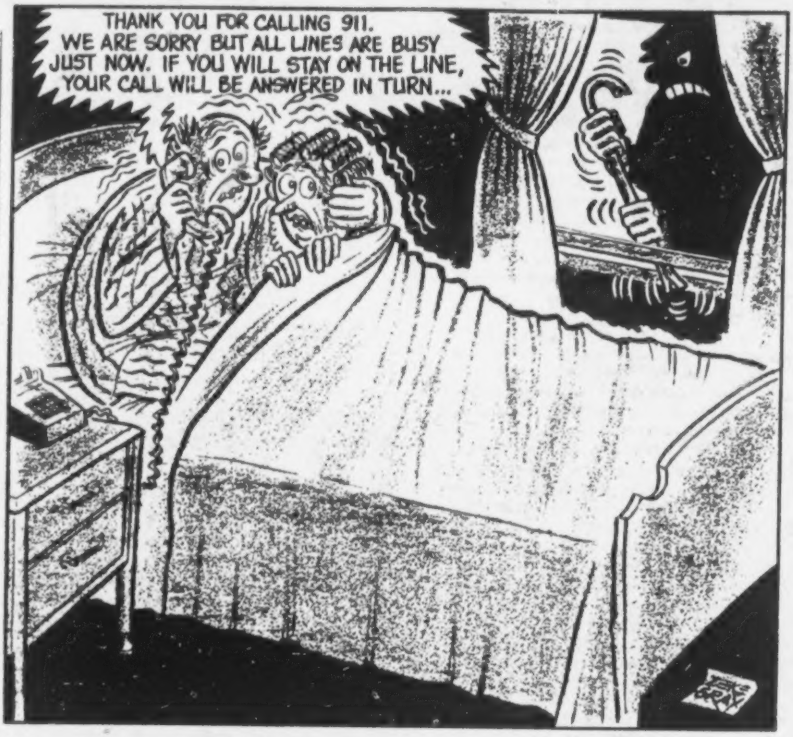


Local 2068 purchased two PASS units for use in the Department's testing and evaluation project. The Lifegard II was chosen by the local because if its apparent high dependability and quality over the remaining PASS devices on the market today. It is presently the only PASS to meet the strict NFPA 1982: Standard on Personal Alert Safety Systems for Firefighters. These strict standards, enhanced by President Lamar's convincing testimony, led the Board of Supervisors to approve the necessary funding.

The Lifegard II is manufactured by Antenna Specialists of Cleveland, Ohio, a producer of communications antenna systems and electronic locating devices. Worn on the belt or harness of the SCBA, it emits a piercing 98dB alarm if the wearer is immobilized for more than 30 seconds. The distinctive pulsating sound cannot be confused with smoke detectors and will sound continuously for up to eight hours. The Lifegard II costs approximately $\$100^{00}$ for a single unit.

Firefighters typically work in hazardous environments. Because of this, they face health hazards that greatly increase the risk of accidental death and injury. Fatal accidents and injuries may not be entirely preventable, but it is reasonable to surmise that devices such as the PASS could lessen this tragic occurrence. The job of firefighters is to protect life and property. IT IS NOT THE FIRE-

calling 911...'


THANK YOU FOR CALLING 911. WE ARE SORRY BUT ALL LINES ARE BUSY JUST NOW. IF YOU WILL STAY ON THE LINE, YOUR CALL WILL BE ANSWERED IN TURN...

Looking a gift horse in the mouth

The U. S. Congress - Appropriations Subcommittee for D. C. 1987 Budget June 11,1986

air Julian C. Dixon The U. S. Capitol Room 301 Washington, D. C. "FIRE and POLICE"

TALK POINTS of Mrs. L. Len (P.O. Box 879 - D.C. 20044 U. S. A.)
Phone 775 1186

1. Thank you AGAIN for your interest and patience

2. The D. C. Water and Sewage Dept has the past few years enjoyed a new Director from Chicago, Illinois - I believe. Another citizen and myself had a recent hours visit in his comfortably and tastefully furnished office. I wasted no time in complimenting him on the refreshing and quiet atmosphere of the offices in his arena - especially noting all desks appeared well organized - - with NO drinks or food visible. He seemed most pleased with our observation - - adding he, upon taking over, issued a memo requesting no drinks, food and NO radios. You may be sure that production cannot help but be a smidgen better both in accuracy and quantity adding up to QUALITY. Would that all offices be requested the same - for it is most disrespectful to call a business office and hear any kind of music in the back ground - much less jive or tom toms.

3. The POLICE need manpower - cannot man all the new and good old ones SUFFICIENT to keep at least four manned scooters out in the neighborhoods surveying constantly our homes, alleys, bus stops and neighborhood "mom" and "pop" stores Plus churches and schools - - - - - this be done twenty four hours a day - - - - four police manned scooters per district - - - - also keeping a watchful eye WIDE OPEN for constant violators of STOP signs Bus Shelters AND Intersection YELLOW and RED lights.
Also all the Police do not have their VESTS yet and many of us want the Bullet Proof Vests to go to ALL Police Station Desk attendants - be they civilians or Police.
Out west sometime back a hoodlum burst in and gunned down Police Station Desk personnel

4. D.C. Police E911 Communications sadly under staffed -
Data Base from C&P. Tel Co. illegally and unethically contains non-published and unlisted telephone numbers and addresses → Violation of their "TRUST" subscribers invested in them and pay extra for said service to not give out information that the subscriber even has a listing.

5. D.C. has failed miserably in some Service Contracts: to expect and request "call backs" for weak performance (Exterminators classic example: Fire dept. not bother to "call back" but instead calls another contractor → this is extravagant waste.)

6. Preventive Maintenance programs in many departments and agencies are nil — Problems must wait 'till they have grown to crisis size.

7. The Fire Fighters at and/or in Engine 5 (Georgetown) have been sitting on a powder keg with their boiler: that over a year ago was illegally, according to D.C. Code, installed. Two ladies one night in January '86, when visiting, discovered this and from the Fire Station telephone booth called The Washington Gas Co. for an inspection! The result is attached to this "Talk Note" statement — — The DC Fire dept. plus The DC Gen Service plus F.F. at E 5 knew this from beginning. ????

8. Rescue Squad III shares their Company of Fire Fighters with the HAZ MAT unit (renovated and/or old R. Squad vehicle). So we only have 3 Full time R.S. - not 4 as public think. We need a new highly sophisticated H.M. vehicle — and to bring on Board a new additional F.F. Company PLUS another new additional Engine Co (E32) for the new station S.E. at Atlantic Street — — — and not close any station to man either of these.

9. F.F. Beds are aching - thin cotton mattresses and ½" thin springs cause them to sink in middle of bed - deep curve from weight of body. PLUS normal heavy equipment.

10. Truck Co N.E. + S.E. (Minnesota Ave. area) on many streets cannot go faster than 15 miles an hour due to torn up, wrecky pavements that causes them to bounce, and heads (with hats) hit ceiling of cabins — causing spine injuries. (also H. Street a rocky ride)

11. Three Health Inspection Reports filed with you 1984 - yet Four ④ Engine Co. not even their DC Code violations corrected. Engine ⑤ ⑯ ⑰ and your own First due Engine ③ are hell holes just like you saw 1984 @ E12 + E26. Please Help!

12. "Life Guard II" Please Ear mark monies for these I've mentioned up here before — "Beeper" to help a Fire Fighter be located if he is down or needs assistance — If he is down for 30 seconds or more it will beep a piercing 98 dB alarm: the top drawer and/or Cadillac of a Life Saver. This is the only "PASS" to meet the strict N.F.P.A. 1982 Standard on Personal Alert Safety Systems for Fire Fighters. Fair Fax County Board approved $23,000 to get 300 of these. They are $100 per but less in lots. Theirs will be on Fire Line July 01, 1986 Where are we — The nation's capitol — too often way behind in many items and D.C. should take lead.

13. "Promotions" nil 'til Court, after several years, rules hopefully this Fall — all are Acting (not even money yet) "Acting" has been going on for yrs in D.C. Gov't. (well over 100)

Page 3-3

14. D.C. Fire Boat is in May Day situation – "personnel wise". Out of the staff of 18 – 1 only 1 acting Licensed Pilot only 1 licensed Engineer plus 2 assistants means also that assigned F.F. not required to take marine or boat courses —— This is a CRIME!

15. AGAIN The U.S. President is not being properly covered by D.C. Fire dept when he uses his helicopter at White House. The suits are only "perimeter" and not "entry" – (fabric). A Fire: not stop burning to put a suit on the President —— who wants to go down with the President.

16. Please ask for an investigation into "Why" a Fire Fighter (supposedly mixed up with drugs and not finish a couple of the drug programs) should not be promptly terminated → who pulls a false alarm so he or she may go to the station of Engine Co. responding to alarm – to commit a crime?, So the rumor goes → uses up all sick and annual leave then returned on "advanced sick leave" to get back on pay status — and assigned to light duty. There are more than one F.F. who some Engine Co's do not want them in their company. Please Please ask for an explanation!

17. According to the Offical Roster there are

Light Duty 23
LWOP 5
Sick 30
Suspension 2
Miscellaneous 20
80
+Vacancies 98
178 Fire Fighters Down (Equal to 7 Engine Co
Plus daily absence ??
for Current ① Sick Leave ???
② Admin. leave
③ Emerg. leave
④ Annual leave
⑤ Vacation

is accounting for the tremendous OVERTIME
65 ambulance vacancies (.. 13 Down)
98 F.F. Vacancies (178 Down)
19 Admin. Vacancies (— Down)
182 Total F. Dept Vacancies 256 Down

18. This is still a Federal City!!!

(1987)

(E 5)

Pipe Banging Harassing ! 01.13.86 Tuesday

E 5 New York boiler harassing until after 01:00 as that was when 77 Wolf - [illegible] Local 36 — went up to bed

I. The Pipes need to be drained as the banging is so intensive by LOUDNESS - it checks one's inner ear and can be heard next door.
At the side door - just inside at corner of a metal plate is a Hole 4" diameter - where live steam can be seen escaping. Either a pipe is broken or an elbow is unsecured: therefore when heat goes down AIR creeps in -- thus banging when heat comes up. Various tones to this noise -

II. The D.C. Plumbing Code Section 8.5 & 21.0 I believe is the source for verification of TAG 3

III. TAG 1 Low water cut off on N.Y. Boiler should be checked and cleaned on a schedule recommended by the manufacturer of the control

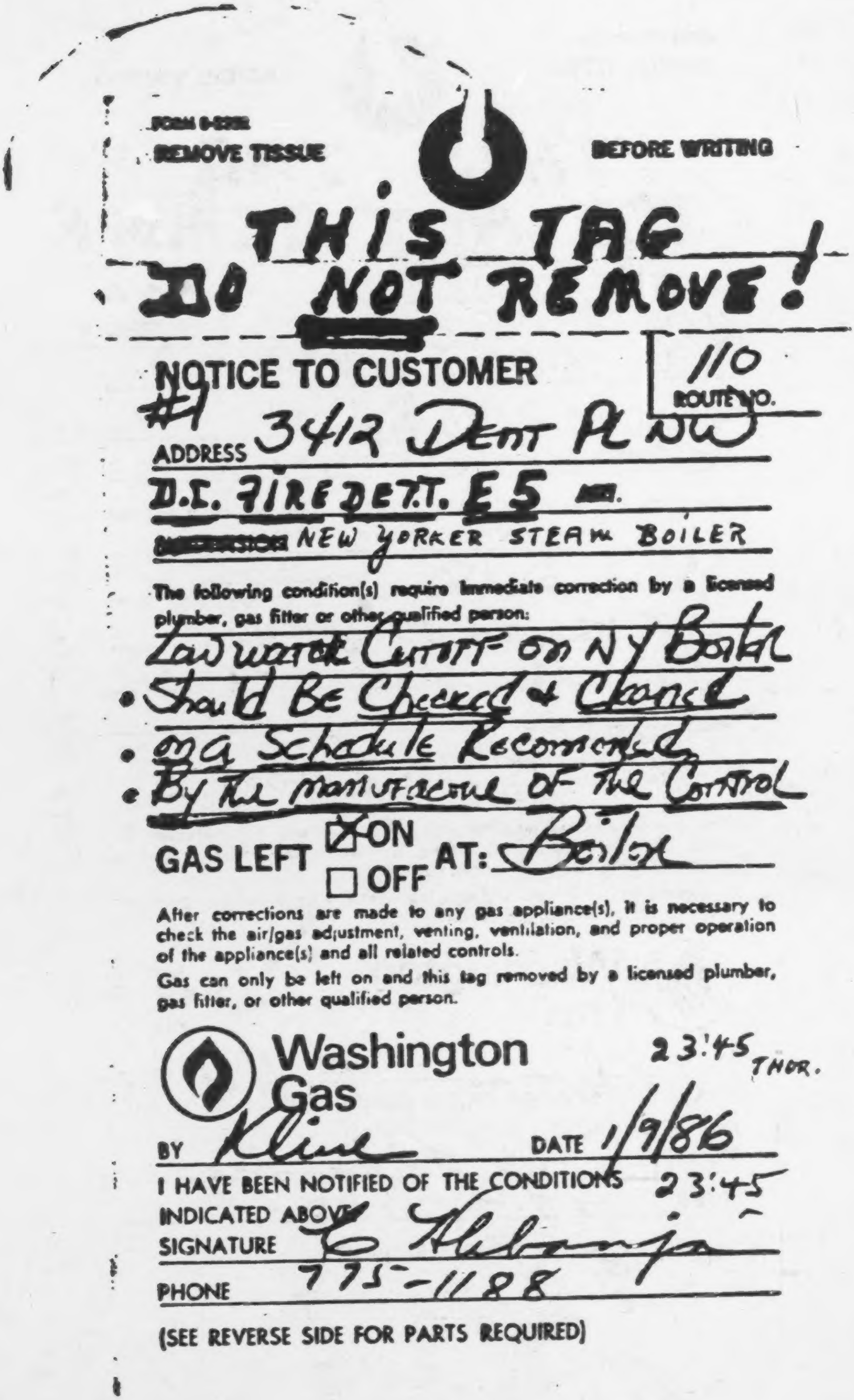
TAG 2 N.Y. Steam Boiler over 400,000 B.T.U. need Manual Reset on Limit Control (Code)

TAG 3 need BLACK valve for over 400,000 B.T.U.
need 2 3/4" Vent lines Regulators & Gas valve
main + pilot
Boiler not installed to Code - denied (copper tubing not permitted)

This boiler has a small copper tubing carrying out all 3 → maybe 1 1/4" tubing along the wall of 2 3/4" [illegible] valves (Pipes)

The Main Register + Pilot Regulator feed into 1 Black Vent Pipe.
The Gas Valve feeds into another Black Vent Pipe - (by itself)

These 2 Black 3/4" vent Pipes must go from Boiler up & out of Bldg.



FORM [illegible]
REMOVE TISSUE BEFORE WRITING

THIS TAG
DO NOT REMOVE!

NOTICE TO CUSTOMER

110
ROUTE NO.

#1
ADDRESS 3412 Dent Pl NW
D.C. FIRE DEPT. E5
NEW YORKER STEAM BOILER

The following condition(s) require immediate correction by a licensed plumber, gas fitter or other qualified person:

Low water Cutoff on NY Boiler
Should Be Checked & Cleaned
on a Schedule Recommended
By the manufacturer of the Control

GAS LEFT ☒ ON ☐ OFF AT: Boiler

After corrections are made to any gas appliance(s), it is necessary to check the air/gas adjustment, venting, ventilation, and proper operation of the appliance(s) and all related controls.

Gas can only be left on and this tag removed by a licensed plumber, gas fitter, or other qualified person.

Washington Gas

23:45 THUR.

BY Kline DATE 1/9/86

I HAVE BEEN NOTIFIED OF THE CONDITIONS INDICATED ABOVE 23:45
SIGNATURE
PHONE 775-1188

(SEE REVERSE SIDE FOR PARTS REQUIRED)

FORM [illegible]

REMOVE TISSUE BEFORE WRITING

THIS TAG
DO NOT REMOVE

NOTICE TO CUSTOMER

110
ROUTE NO.

#2
ADDRESS 3412 DENT PL NW
D.C. FIRE DEPT. E 5
NEW YORKER STEAM BOILER

The following condition(s) require immediate correction by a licensed plumber, gas fitter or other qualified person:

New Yorker Steam Boiler
over 400,000 BTU Need
Man. Reset Hi Limit Control
(CODE)

GAS LEFT ☒ ON ☐ OFF AT: Boiler

3412 Dent Pl NW

After corrections are made to any gas appliance(s), it is necessary to check the air/gas adjustment, venting, ventilation, and proper operation of the appliance(s) and all related controls.

Gas can only be left on and this tag removed by a licensed plumber, gas fitter, or other qualified person.

Washington Gas

23545 THUR.

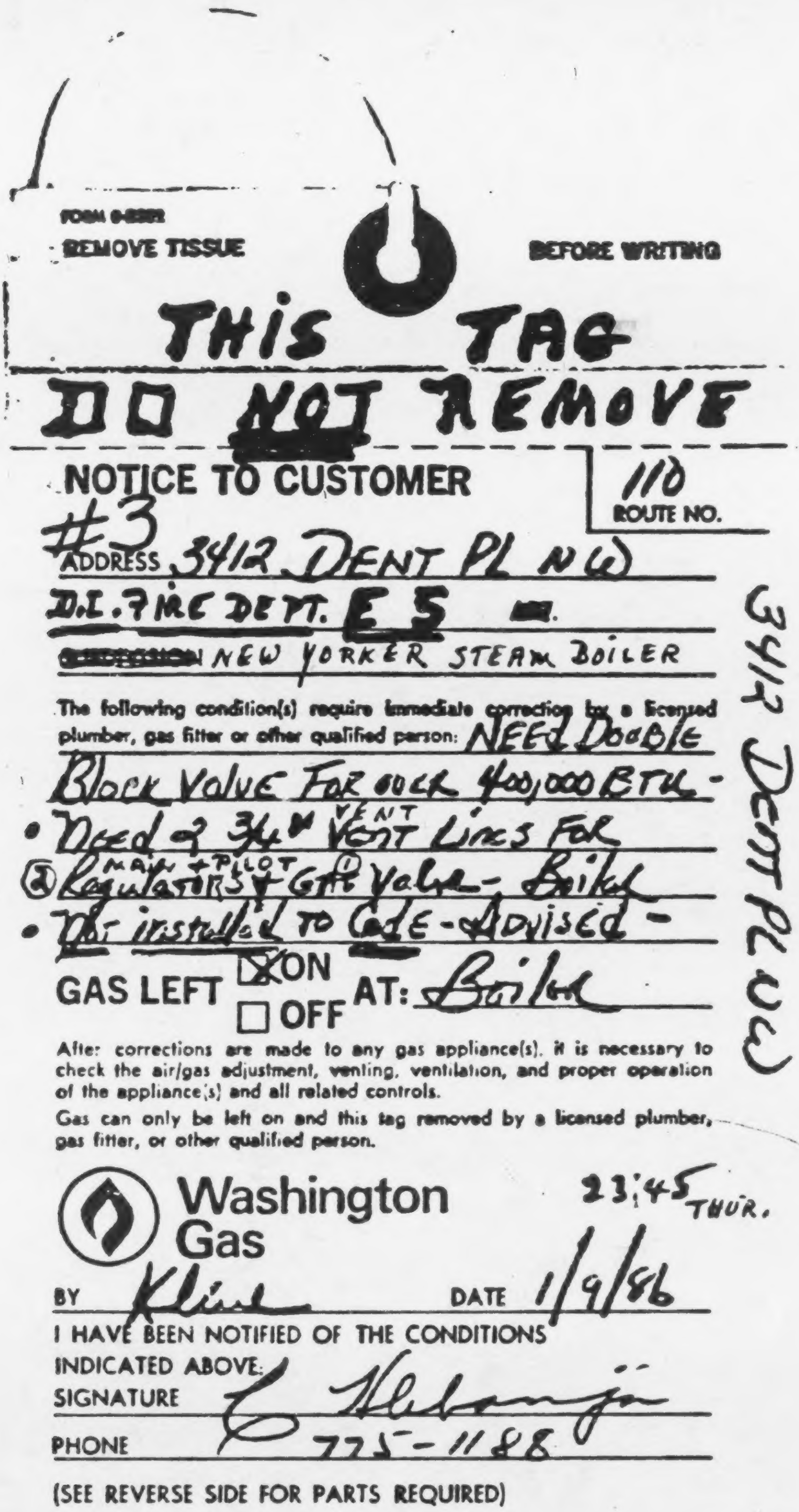
BY Kline DATE 1/9/86

I HAVE BEEN NOTIFIED OF THE CONDITIONS INDICATED ABOVE:

SIGNATURE

PHONE 775-1188

(SEE REVERSE SIDE FOR PARTS REQUIRED)



FORM 0-2582
REMOVE TISSUE BEFORE WRITING

THIS TAG
DO ~~NOT~~ REMOVE

NOTICE TO CUSTOMER

110
ROUTE NO.

#3
ADDRESS 3412 DENT PL NW
D.C. FIRE DEPT. E 5
NEW YORKER STEAM BOILER

The following condition(s) require immediate correction by a licensed plumber, gas fitter or other qualified person: NEED DOUBLE Block Valve FOR OVER 400,000 BTU -
• Need 2 3/4" VENT VENT LINES FOR ② MAIN + PILOT Regulators + ① GAS Valve - Boiler
• Not installed TO CODE - ADVISED -

GAS LEFT ☒ ON ☐ OFF AT: Boiler

After corrections are made to any gas appliance(s), it is necessary to check the air/gas adjustment, venting, ventilation, and proper operation of the appliance(s) and all related controls.

Gas can only be left on and this tag removed by a licensed plumber, gas fitter, or other qualified person.

Washington Gas

23:45 THUR.

BY Kline DATE 1/9/86

I HAVE BEEN NOTIFIED OF THE CONDITIONS INDICATED ABOVE:
SIGNATURE
PHONE 775-1188

(SEE REVERSE SIDE FOR PARTS REQUIRED)

3412 DENT PL NW

→ U.S. House Chair J. Dixon [1986]

June 06, 1985
Thursday PM

1 THANKS aides to BFC.

2 MASK

3 MANPOWER

4 RESIDENTIAL Below Bank Lt Bill 6211 Bill
Police & Fire 6-224

5 PROMOTION – in Fire

6 GAO 1984 & [illegible] again May 1985

7 BEEPERS $25,000

8 APPARATUS – maintenance garage – upgrade equipment
& mechanics increase

9 COMMUNICATION – yet no scheduled lunch break
Need more operators

10 PRESIDENT – E 13 No Rehearsal at near by military base
only proximity – NO Entry

11 Ongoing Preventive Maintenance E6 ok
EMS Health : Committee 10K [illegible] for 17 77 – [illegible] July

12 Squads Not 4 Full Time ie Squad III + Haz Mat

13 All stations remain open – add 77 to cover

14 Emergency 911 – Go to public hearings – not spend
millions on mechanical – full upgrade 911 staff

15 Police Scooters Fiasco! 300 ordered – 100 accepted
Too late to get 200 more — go to new Bids

16 Thank you

Presentation to Chair by Mr. [illegible] &
Mrs Lee

Amendments

D.C. Fire Dept. Total Down 275 (Including All Division Vacancies + 60 Day away)

The U.S. Congress - Appropriations Sub Comm. For D.C 1987 Budget June 11, 1986 "Wed Noon
Chair Julian C. Dixon - The U.S. Capitol - Room 301 - Wash. D.C. - "FIRE + POLICE"
(Talk Points of Mr. L. Lee (P.O. Box 879 - D.C. 20044 - U.S.A Phone 775 1188)

Thank you again for permitting me to add an amendment and/or to amend my statement June 11, 1986

A1. (A) Please Refer to Talk Point 16: Between the time April 1986 that the last Roster came out and June 11, 1986 the Fire Fighter who pulled the false alarm used up all his "advanced sick leave" which was granted him - to get him back on pay status - - and then as of the last pay day prior to June 11, 1986 he was "dropped" and put on L-W.O.P. (B) Also I learned that many more than two times did the same Fire Fighter fail to "complete" a drug program that he had enrolled there in. Such dead wood should promptly terminated so as to make room for a new recruit! Also I showed much constraint in not naming the Fire Fighter as I was embarrassed enough without embarrassing his relatives who are prominent in - D.C

A2. Added Talk Point #19 The D.C. Fire Dept. Communications need more dispatchers so they can go on a Regularly Scheduled lunch break and STOP the eating and drinking at Consoles and Panels of the Communication Equipment. There is NO swing Relief dispatcher even for this purpose

A-3. Added Talk Point #20 There is NO swing Relief for Police E911 and/or Entire Police Communication Staff. More personnel needed

A4. Added Talk Point #21 Exhaust Fans - A Crash program is needed May Day! Apparatus Rooms not have proper ventilated Exhaust Fans to suck OUT the great toxic fumes from Engines, Trucks and ambulances when they pull out of station house (goes back into kitchen, eating and Bunk Room areas) - This Constitute a respiratory health hazard of great magnitude to the linings of their lungs - causing Fatigue, illness, loss of good breathing some cases ½ lung deteriorated.

A5. Added Talk Point #22 Please do not let the Politicians reduce the Engine Co to ONE piece of apparatus. We need the TWO pieces.

A6. Please Forgive error Page 3 of 3 last Line - Last Figure not 256 But 276 (275) Down

WEDNESDAY, JUNE 11, 1986.

TAXIMETERS

WITNESS

IRVING SCHLAIFER, PRESIDENT, WASHINGTON, D.C. TAXICAB ASSOCIATION

Mr. DIXON. Next we have Mr. Irving Schlaifer who is President of the Washington, D.C. Taxicab Association.

Mr. Schlaifer, you have testified here before.

Mr. SCHLAIFER. I have been here quite a few times.

Mr. Chairman, I would like to read from my statement. I am sure you will find a lot of the information we have written here which will give a clear-cut picture of the taxicab problem in Washington, D.C.

Mr. Chairman and members of this committee: My name is Irving Schlaifer. I am President of the Washington, D.C. Taxicab Association. I live at 1344 Kennedy Street, Northwest, Washington, D.C. I am speaking in behalf of cab drivers and cab passengers. I have been a witness before this committee many times in the past.

TAXICAB METER STUDIES

In June 1973, the U.S. Congress ordered that a study be made of the D.C. taxicab industry. This study cost $15,500. The D.C. Public Service Commission, PSC, selected two University of Maryland professors—Charles E. Olson, Ph.D. and Philip G. Kuehl, Ph.D.—to make this study. It was completed in 1974. They recommended the Mileage Rate Zone System, having zone areas of equal size as a suitable replacement for the hodge-podge, jigsaw puzzle taxi zone system now in use for over 50 years, having zone areas of unequal size. The PSC did absolutely nothing to adopt this recommendation.

In August 1975, a D.C. Taxicab Study prepared by Dr. Anthony M. Yezer, Assistant Professor of Economics, The George Washington University, of Washington, D.C., in Formal Case Number 577, a taxicab rate hearing before the PSC, had this to say on page 35 of this study, as follows:

"Recommended Changes in Taxicab Regulation: One: The present zone system should be replaced by a system based on time and distance charges as the basic fare determinants. It is possible to implement time and distant charges in a number of ways. Meters are most common, but a combination of odometer readings and clock time, or, point-to-point distance read from a map and clock time, could also be used. Please note: The recommended point-to-point distance read from a map is in reality the Mileage Rate Zone System."

Again, the PSC did absolutely nothing to adopt that part of Dr. Yezer's recommendation that the Mileage Rate Zone System be adopted.

The PSC Formal Case Number 719, to determine whether the existing taxicab zone map system is fair, just and nondiscriminatory, got started August 10, 1979. Over four years later, January 24, 1984, the PSC Order Number 7934, "Proposed Opinion and Order," Formal Case Number 719, declared virtually every proposal and recommendation to make a better taxi zone map system unacceptable and that more studies would be necessary and needed.

NEW TAXICAB COMMISSION

By March of 1987, a new District of Columbia Taxicab Commission, composed of eight members from the public, four members from the D.C. taxicab industry, and one member from the D.C. City Government, will take over the duties of regulating the D.C. taxicab industry from the PSC. Because of this, the PSC has decided that nothing further will be done by them in the seven-year-old Formal Case Number 719. The PSC has decided that the new Taxicab Commission can decide for itself how best to regulate the taxicab industry.

APPROPRIATIONS BILL LANGUAGE

We urge the Members of this committee to do what is necessary to bring the Appropriations Act up to date by replacing the wording in the Act, "System of Uniform Zones," with the wording, "Mileage Rate Zone System."

TAXIMETERS

We are here to ask that the ban on taximeters continue to remain in the D.C. Appropriations Act. We are very well aware of the fact that only a very few Members of Congress, very few D.C. city officials, very few D.C. cab company owners, very few D.C. cab drivers, very few cab passengers and virtually every taximeter manufacturer, have tried again and again, over the years, every trick in the book to have the flat rate taxi zone system, used in D.C., abolished, and, in its place, have taximeters made mandatory. They would have you believe that having taximeters will solve all of our problems. The truth is, taximeters will create more problems than it will solve.

$40 MILLION TAXI METER MARKET IN D.C.

Buying, selling and repairing new and used taximeters in D.C. will create not less than a $40 million market for the taximeter manufacturers. For them to set aside 10 percent of this amount to wine, dine and contribute to the campaign funds of the "right" elected officials, would be but a small "amount" to pay to get what they want. This would also include non-elected officials.

LOBBYING FOR TAXIMETERS

We have heard and have read about far too many elected and non-elected officials getting expensive gifts and bribes from companies doing business with the government. For the unethical and greedy taximeter manufacturers, it is well worth the price of doing business with the elected and non-elected officials, when they can see themselves making millions of dollars in profits when taximeters are officially made mandatory in D.C. taxicabs. The fact is, the overwhelming majority of cab passengers and cab drivers in D.C. want the continued use of flat rate zone system and do not want taximeters.

The taximeter is a fraudulent device. The taximeter is the legal right to steal. The taximeter is a one-armed bandit; once the cab driver pulls the lever, the house always wins. With taximeters, identical trips do not always have identical rates. With taximeters, it is always a guessing game as to what the final fare will be.

Taximeters were never meant to protect the cab riding public. The gimmick of taximeters is to make carelessness profitable, whether it be intentional or not. The overwhelming majority of cab drivers, cab companies and cab passengers in D.C. do not like and do not want the mandatory use of taximeters.

The mandatory use of taximeters in D.C. will cause the loss of millions of cab passengers. We now have approximately 10,000 taxicabs and approximately 12,000 licensed cab drivers. With taximeters we can expect 75 percent of the D.C. cab drivers and 75 percent of the D.C. cab companies to be put out of work and out of business. With taximeters, we will see the loss of 9,000 licensed cab drivers and the loss of 7,500 taxicabs.

We do not want to see thousands of jobs destroyed because of the mandatory use of taximeters. We do not want to see most of our small cab companies and associations destroyed because of the mandatory use of taximeters. This committee can stop these terrible things from ever happening by keeping the mandatory ban on taximeters in the D.C. Appropriations Act.

FLAT RATE ZONE SYSTEM

The flat rate zone system is far superior to any taximeter system. Identical trips always have identical rates. With the flat rate zone system, the cab fare can always be accurately determined in advance before the trip is even started. This represents consumer protection at its best.

The taxi zone system now in use always has zone areas of unequal size; wherein, you make an exorbitant profit on one trip, only to have it wiped out on the next trip. The PSC has always deliberately stopped every effort made in the past by the taxicab industry to correct this problem.

The flat rate taxi zone system now in use for over 50 years is obsolete. It must be replaced with a brand-new flat rate zone system, the Mileage Rate Zone System. The Mileage Rate Zone System corrects all of the inequities built into the taxi zone system now in use. The Mileage Rate Zone System will decrease the rates where needed, increase the rates where needed, and leave the rates unchanged where needed. With the Mileage Rate Zone System, it is estimated that 60 percent of the cab riding public will pay no increase in rates.

The Mileage Rate Zone System is a floating zone system. It is a straight line, point-to-point mileage measurement, as with airline mileage distance. It is the only system that allows the cab passengers to have a tailor-made taxi zone map for their own personal use. It is the only system that makes it possible to have the actual zone rates printed in each zone. It is the only zone map that requires the use of a detailed D.C. street map. This will make it easier for all cab passengers to actually see the streets on the map where they got in and got out of their cabs.

It will make it easier for all cab passengers to state the price of their ride when giving their destination to their cab drivers. This will automatically put the cab drivers on notice that their cab passengers have done their homework. The more often that the cab passengers do their homework and tell the cab drivers the price of their ride when giving their destination, the more often they will have fewer and fewer unpleasant disagreements with them. Simply stated, knowing and telling their cab drivers the price of their rides stops the problems before they start.

The Mileage Rate Zone System is a well-established zone fare system. It has been used for years to compute parcel post rates, airline rates, trucking rates and telephone rates. This committee should do what the PSC has deliberately refused to do; that is, scrap this obsolete taxi zone system now in use for over 50 years.

Cab drivers have criticized this obsolete taxi zone system for years. The cab drivers want it replaced with a superior zone system as soon as possible. This committee can and should replace it with the Mileage Rate Zone System. The Mileage Rate Zone System can be put into complete operation in less than six months.

I have included in my exhibits "The Taxicab Industry of Washington, D.C.: Regulatory Perspectives," prepared April 1974 by Charles E. Olson, Ph.D., and Philip G. Kuehl, Ph.D.; and also a study prepared May 1984 for the Federal Trade Commission, Bureau of Economics Staff Report, "An Economic Analysis of Taxicab Regulation" by Mark W. Frankena and Paul A. Paulter.

This concludes my statement. I want to thank this committee for the opportunity it gave me to be here today. I will be glad to answer any questions you may care to ask of me.

SHARED RIDING

I would like to add something else here. The flat rate zone system makes it possible to have shared riding. Taximeters make it virtually impossible to have shared riding. We have a great deal of shared riding in this city. If you went to meters, you will find people desperate to be picked up. The person in the cab will say, "I am sorry, I don't want anybody else riding with me because you are going to change the price of my ride." You wind up with elimination of a very popular use of the taxicab in the system—shared riding.

There is a place for the taximeter. That is at the bottom of the nearest river, lake or ocean.

Mr. DIXON. Let me ask you a couple of questions.

Are you still an active cab driver?

Mr. SCHLAIFER. I certainly am.

TAXI ASSOCIATION

Mr. DIXON. What is the largest, if you know, association of cab drivers in the District?

Mr. SCHLAIFER. Well, the cab associations are virtually all splinter groups. They all claim to have large memberships, but in reality they have virtually no membership except themselves.

Mr. DIXON. Would you say your——

Mr. **Schlaifer**. I don't even have a membership in my organization. I don't want to have a membership for the simple reason that I don't have the time to deal with individual cab drivers. I just talk with cab drivers every day of the year. I talk with them at cab stands. They contact me on the phone, or they will stop me on the street and discuss their problems.

So, I have a very good up-to-date idea of what is happening out there. And by participating in all of the various types of hearings that go on, I have a very good knowledge of what is happening in the industry.

Mr. **Dixon**. But as it relates to the various associations, you would say that they are all inactive associations?

Mr. **Schlaifer**. Virtually. Well, there is one big one that got started, Yellow Cab Company, and it completely folded up. That was during the Formal Case 719. They went in there with a gung-ho attitude they were going to show the Public Service Commission how to go and how to straighten out this industry; and, lo and behold, they folded up.

COST OF TAXIMETERS

Mr. **Dixon**. Do you have an idea what these meters that you think should be in the bottom of the river would cost installed?

Mr. **Schlaifer**. They are already up in the market at the price of $1,000, the sophisticated taximeters with the electronic equipment in them with a paid receipt that will be issued by it; and they maintain an accurate accounting of the amount of money the cab has taken in each day over a period of time.

The taxicab inspector—this is from reading articles and hearing about what is happening in New York City where they are requiring cab drivers to install these sophisticated meters, where they can, say, go 30 days later and take the meter out of the cab, put it in some special device, and from that device get a readout saying how many trips the driver has run, what the total amount of money is that was taken in, and a lot of other information.

I don't think it is necessary to get so sophisticated that you have to bog yourself down with all these kinds of gadgets, just because there is a manufacturer who wants to sell his product.

I equate the taximeter in the same way, not because you are smoking cigarettes, but for years and years you heard how the tobacco industry will say smoking is good for you. They have a product to sell. They are making money on it. The same thing with the taximeters. They have a product to sell. They are making money on it and they want to sell their product. They are telling everybody that the taximeter is the best way to go.

TAXIMETERS IN OTHER CITIES

Actually, there have been a great number of operators of taximeters who have come to Washington, D.C. looking at our taxi zone system, wishing to God they could have a taxi zone system in this city. Unfortunately, what we are using for a taxi zone system has more or less turned these people off. If they could have a taxi zone system and replace their taximeters, they would get rid of them.

In fact, years ago I was in Poughkeepsie, New York, and I made it a point to stop one of the local cab company operators. I talked with him and said, how do you operate your cabs? He said with taximeters. I said, what do you think about taximeters? He said, why, do you want to buy some? I have got some I want to get rid of.

We had a flat zone system in the city. We did a volume of business. We were sold a bill of goods that taximeters were the only way to operate.

They pointed out New York, Chicago and Los Angeles. Therefore, you are out of step. We installed taximeters and we found out we wrecked our business. We went back to the zone system.

Fortunately, up there, they had a choice to do whatever they wanted on their own. They didn't have to go before a bunch of bureaucrats and sit around at a hearing and decide, yes, you can do it, or, no, you cannot. That is why he asked me was I in the market for taximeters.

If you gave the industry an optional choice—and I mentioned this before—that they could use taximeters or they could use the Mileage Rate Zone System or the odometer, let the passenger be the final judge. This is deregulation, and deregulation is the way everything is going. And it is working out. But everybody, the bureaucrats in particular, say, oh, you can't do that. We have got to have somebody to lead these people by the hand because they won't know what to do. They will learn fast enough to know what to do as far as what type of cab they are going to get into.

TAXIMETERS ELIMINATED THROUGH COMPETITION WITH ZONE SYSTEM

As far as I am concerned, the reason that we wiped out taximeters from this city is through competition. The cab riding public said, hey, I would rather ride in a zone cab. I know what it is going to cost me. I don't have to be concerned about some smart driver taking me the long way around to get to where I am going.

The people who seem to think that the taximeter is going to be a cure-all, they are badly mistaken. If you want to see this industry completely wrecked, that is what is going to happen.

I included in my exhibits, just for example—Congressman Stan Parris I believe is from Fairfax County. Fairfax County has a population of about 600,000 people. They only have 179 taxicabs. These are facts I got back in 1983. It might have changed a little bit, but I doubt it very much. They have got one cab for every 3,352 people.

If we went to the same ratio in this city, all we would need in Washington, D.C. is 194 cabs. Can you imagine 194 cabs serving the demand of the people who want to ride cabs? That is what we would have. The same way with Montgomery County.

Mr. DIXON. Let me ask you a second question.

In your testimony you indicated that you spoke for consumers.

Mr. SCHLAIFER. I said at the very start, page 1, lines 3 and 4, I am speaking on behalf of cab drivers and cab passengers.

Mr. DIXON. Yes.

On what authority or what material have you gathered as it relates to passengers?

Mr. **Schlaifer**. Well, I am constantly discussing the taxi industry problem with cab passengers. I have the name on my cab called "Mileage Rate Zone System." Quite a few times passengers will get in my cab and ask me what does that mean. I say, you asked for the commercial and I go into the explanation. I show them the taxicab zone map, the plastic overlay. I will show it to you very quickly here.

Mr. **Dixon**. So, it is from talking to passengers in your cab?

Mr. **Schlaifer**. Yes. They are the ones that should be most concerned about it. And a lot of them from New York City will say, you have got a terrific taxi system here; and they will say it even more when they get shared riding: "I wish to God we had shared riding in New York City, but it is just impossible to get a cab up there."

Congressman Stan Parris mentioned there is a lot of complaints about the taxi zone system in Washington, D.C. That is the only system we have. We certainly have a lot of complaints about the taximeter system. It is the only system they have. And they have got thousands and thousands of complaints. We look like we are angels compared to the way they operate in New York City, as bad as some of the things that have happened.

Mr. **Dixon**. As I understand it, what you are saying is you don't like the meters and you don't like the existing zone system, and you think that the Public Service Commission should redraft the zones?

Mr. **Schlaifer**. They have had opportunity after opportunity, but let me just say this:——

Mr. **Dixon**. But is that what you are saying?

Mr. **Schlaifer**. I have said that. I have also said in my statement we are going to have a new taxicab commission because the Public Service Commission has shown itself to be absolutely inept in doing anything about our taxi industry problem; that the City Council has finally decided, because of the complaints that those of us in the industry and cab passengers have made, to do something about this problem.

The number one thing to do is to get the Public Service Commission out of the taxicab business, and that they have done. It won't go into effect until next year in March.

$40 MILLION TAXIMETER MARKET IN D.C.

Mr. **Dixon**. You also say in your testimony that the taximeters would create a $40 million market?

Mr. **Schlaifer**. Yes.

Mr. **Dixon**. And I am wondering how you arrive at that?

Mr. **Schlaifer**. If you spread that out over a 20-year period, you are going to get easily a $40 million market. Let's assume that the taximeters are $1,000 apiece with approximately 9,000 taxicabs in the city. That is $9 million right there, just for the sale price of the meters, not counting the cost of installation, the cost of financing, and a few other things that they add on. So, by the time you get these add-ons, instead of $9 million for the cost of taximeters, if you put it in every single taxi, you can double that and make it about $18 million.

Then, by the time you add repairs that are necessary because someone calls up and complains that the cab they rode in, the meter ran fast or they didn't believe the meter is accurate—so the driver is called in—he loses a lot of time and money—to see that the meter is properly inspected, properly serviced, repaired, and so on, before going back out on the street. This adds a lot of extra problems to the entire picture.

So, there are a lot of negative problems with the taximeters.

Mr. DIXON. But you have accounted for about $12 million or $14 million. You say over a 20-year period?

Mr. SCHLAIFER. Oh, yes; easily.

Mr. DIXON. It would be $40 million?

Mr. SCHLAIFER. In fact, I would say my estimate——

Mr. DIXON. It may be easy, but I am asking you how you arrived at it.

Mr. SCHLAIFER. That is how I arrived at it. It is an educated guess.

What amazes me about this whole problem is, where are the taximeter manufacturers? What are they doing to get this idea of taximeters as the best way to go? They should be the first ones. They used to come to the hearings. They used to come with a lot of information, a lot of so-called exhibits and everything else.

Now they never show up. They work behind closed doors, apparently. They figure maybe that is the way to go to get this system changed in their favor. They are not operating like I am trying to operate.

I am out here in the open. I am right here as a witness. And I am making these statements. Why don't the taximeter people come here and say, "Mr. Schlaifer is absolutely wrong, and we will show you why"? They don't make an appearance. Apparently, they figure that it is a lot smarter to do whatever they can behind the scenes.

REGISTERED LOBBYISTS FOR TAXIMETERS

Mr. DIXON. Are there registered lobbyists in the District of Columbia for the taximeter manufacturers?

Mr. SCHLAIFER. I have no idea. It wouldn't surprise me that there would be.

Mr. DIXON. Are there, Mrs. Marshall?

Mrs. MARSHALL. Not to my knowledge, Mr. Chairman. The reason we have deleted it is because it is a home rule issue. The District should have the right to decide whether there should be a zone system or a meter system.

I don't think that the District is inclined right now to go to a meter system. We want to have the right to make the decision in the District of Columbia. It is a home rule issue, and that is the reason that the language has been deleted. As Mr. Schlaifer said, the authority rests with the Public Service Commission.

Now that the Council has established the Taxicab Commission, that will be one of their responsibilities. The law requires that it become operational in March of 1987. Mr. Touchstone has been nominated to chair the task force that will be getting together to set up the commission.

Mr. **Dixon**. Unless you have anything else to add——

Mr. **Schlaifer**. Well, I believe that the way this Public Service Commission has handled the problems about their taxi industry here—they have deliberately maligned the Congress by misinformation. They are very clever in the way it is being done. They will deny it to high heaven. They will just say, oh, we never said a thing like that. But they always make sure somehow or other the Congress gets blamed for the rotten system we have here.

Yet, who is responsible for maintaining the rotten system seeing it has never been changed is the Public Service Commission. I feel the Congress should just step in and say we have had enough the way you have made a mess of the situation over the past 50 years. I say make the change in the wording, in the Act, throw out the wording "uniform free zones."

I even went to court regarding that. I said all we ever had is a system of zones. Even in the argument that the PSC made before the court, they said, yes, this system of zones is uniform, because we make everybody use the same zone map. That is how they distorted the wording. The judge merely stated, well, the Congress sits up on the Hill. Any time they felt any reason to disagree with the Public Service Commission, they could have easily said something about it.

In the meantime, Congress never said anything about it. So the court says, we are taking no position on it. We are going to go along with what the Public Service Commission has actually done. But there you are.

PRESENT UNIFORM ZONE SYSTEM

Mr. **Dixon**. Could you once again articulate for me what you think is wrong with the present system, the uniform zone system?

Mr. **Schlaifer**. The present system has to be scrapped, period.

Mr. **Dixon**. But what is wrong with it?

Mr. **Schlaifer**. The zone areas are of unequal size.

Mr. **Dixon**. That is one——

Mr. **Schlaifer**. Number one.

And every zone boundary line becomes a no-man's land. For instance, from this location of the U.S. Capitol Building, if you were to go east toward 11th Street, Southeast, you would only be able to travel two blocks and you are into the next zone. You have got to pay $3.

My system allows you to go at least one mile in any direction before you go into the next higher charge. That is the advantage of Mileage Rate Zone, a floating zone system. You start wherever the trip starts and you charge from that location.

Mr. **Dixon**. So much a mile?

Mr. **Schlaifer**. Based on airline distance mile, yes. It is based on a well-established rate computing system. It has been used for trucking rates, airline rates.

Mr. **Dixon**. So your system would measure the mileage from point A to point B?

Mr. **Schlaifer**. That is right, straight line measurement.

Mr. **Dixon**. And charge so much per mile?

Mr. **Schlaifer**. So much per mile.

Mr. Dixon. There would not be a time factor in there?

Mr. Schlaifer. There could be a time factor. I have recommended over the last several years that we have a time factor. With today's prices, I would recommend that it be 40 cents per minute or the total time fare, whichever would be greater, 40 cents per minute.

Mr. Dixon. How does your proposed system differ substantially from a meter, because I thought a meter was based on mileage plus time?

Mr. Schlaifer. Yes. Well, a meter is based on mileage plus time. But the way I am recommending time and mileage, I am saying that you will pay 40 cents per minute for the total time or the total taxi fare, whichever is greater. That permits the passenger to easily-understand how the time fare was derived.

With a taxi, there is no way in the world you can understand where the time factor got in. You can say you travel 10 minutes, the cab fare is $4.25. At 40 cents per minute for 10 minutes, that is only $4. So you pay the taxi fare.

The only time the time fare would not be used is when you do shared riding. Then you are using the flat rate charge. With the Mileage Rate Zone System, everything is a flat rate charge.

Mr. Dixon. But how does your system fundamentally differ from a meter system, except that in one case the fare would be calculated on a meter and in the other case it would be calculated based on your odometer?

Mr. Schlaifer. It would differ in one important way. With the Mileage Rate Zone System, you can determine the price of your trip before you ever start the trip. With a taximeter, the driver is going to have to say, I am sorry, I can't give you the exact figure. We have to wait until the trip has been completed.

Mr. Dixon. Is that a major problem with passengers you talk to in your cab?

Mr. Schlaifer. They want to know what the price of their ride is. They are prepared to pay for it. In fact, a great number of passengers, you don't even have to tell them the price of the ride.

For instance, the average price for a downtown ride in the first zone is $2.10. They will hand you $3. They will say, "Driver, I want a half-dollar back," or, "Take $2.50 out," or, "Driver, keep the entire amount," or, "I want 75 cents back."

You can't do that with a taximeter. With a flat rate zone system you can pay before the trip is even started. Just say to the driver, here is the money for the trip. You can't do that with a taximeter. Basically, the taximeter is a fraudulent device. It is not an honest device.

Mr. Dixon. Why do you say that?

Mr. Schlaifer. Because you don't know what you are supposed to pay. It is just like a butcher in a store weighing meat. If he puts his thumb on the scales, the price of the meat that he is selling you is going to cost more. And that is exactly how the taximeter operates. It is like putting your thumb on the scale.

You can take 10 taximeters, put them on this table, and every one would be started at the same time exactly, and you leave them run for exactly five minutes, and turn them off, and every one will say $5. But take the same 10 taximeters and put them into 10 different cabs with 10 different drivers, and one driver got started just today, one driver got started a year ago, one driver got started five years ago, and so on—and you have a variety of experience among drivers—and you give them a trip to take you from Capitol Hill, and you want to go to some street near Rock Creek Park, and each will take a different way to go, and you will find 10 different rates on that ride, and it will vary quite a bit.

Also, it depends on the traffic; that will increase the amount of the fare. With the taximeter, you lose all control of what the price of the trip is going to be, depending on the driver who is at the wheel of that cab. But on the table, they all work perfectly.

TRAINING FOR TAXI DRIVERS

Mr. DIXON. Is it your experience here that in the main the taxi drivers know where they are going?

Mr. SCHLAIFER. I say the taxi drivers need more training to know where they are going. We are handing out taxi licenses like we are handing out candy. Any Tom, Dick, and Harry or Susie can go down to the City Hall, let's say, take the examination, and be qualified to be a cab driver with no training whatsoever.

I have said in many statements that I have made before other hearings, I would like to see them take an aptitude test. Not just 25 or 50 questions—I would like to see them answer a thousand questions, a written test, geography, history, whatever else it takes to determine the ability of that man to think, or that woman to think, and then take the top 10 percent that passed the examination, and then give them at least a two- or three-week training program, and take them around the city and show them where the different things are located, show them how to handle their cab in traffic, and what to do when they are picking up passengers, how to make change, how to read a map, how to have a good relationship with their cab passengers.

Mr. DIXON. How often do taxi drivers have to be recertified?

Mr. SCHLAIFER. They don't have to be recertified. Once they pass the test, that is it; just renew their license every year.

There are hundreds of cab drivers who are part-time cab drivers. I have even talked to several who haven't driven a cab in 10 years; they still renew their license. If they were to go out today to drive a cab, they wouldn't know where half the things are located, because things that used to be in existence are no longer there. They have been torn down; new buildings have gone up in their place. Just like Pennsylvania Avenue itself has been changed tremendously. They should be recertified.

Mr. DIXON. Thank you very much for your testimony.

Mr. SCHLAIFER. Thank you very much. I appreciate the questions that you asked.

PREPARED STATEMENT OF IRVING SCHLAIFER

[Mr. Schlaifer's prepared testimony follows:]

Wednesday, June 11, 1986

Statement of

Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

Appearing before the

Honorable Julian C. Dixon, Chairman
Subcommittee on District of Columbia Appropriations
Room H-301, East Front of the U. S. Capitol Building
Washington, D. C. 20515
Phone: 202-225-5338

Mr. Chairman and Members of this Committee, my name is Irving Schlaifer. I am President of the Washington DC Taxicab Association. I live at 1344 Kennedy St., N. W., Washington, D. C. I am speaking in behalf of cab drivers and cab passengers. I have been a witness before this Committee many times in the past.

In June 1973, the U. S. Congress ordered that a study be made of the D. C. taxicab industry. This study cost $15,500. The D. C. Public Service Commission (PSC) selected two University of Maryland professors, Charles E. Olson, Ph. D. and Philip G. Kuehl, Ph. D., to make this study. It was completed in 1974. They recommended the Mileage Rate Zone System, having zone areas of equal size, as a suitable replacement for the hodgepodge, jigsaw puzzle taxi zone system now in use for over 50 years, having zone areas of unequal size. The PSC did absolutely nothing to adopt this recommendation.

In August 1975, a D. C. Taxicab Study prepared by Dr. Anthony M. Yezer, Assistant Professor of Economics, the George Washington University of Washington, D. C., in Formal Case No. 577, a taxicab rate hearing before the PSC, had this to say on Page 35 of this study, as follows:

> Recommended Changes in Taxicab Regulation:
>
> 1. The present zone system should be replaced by a system based on time and distance charges as the basic fare determinants. It is possible to impliment time and distant charges in a number of ways. Meters are most common, but a combination of odometer readings and clock time, or, point-to-point distance read from a map and clock time could also be used.
>
> Please note: The recommended point-to-point distance read from a map is in reality the Mileage Rate Zone System.

Again, the PSC did absolutely nothing to adopt that part of Dr. Yezer's recommendation that the Mileage Rate Zone System be adopted.

The PSC Formal Case No. 719, to determine whether the existing taxicab zone map system is fair, just and non-discrimatory, got started August 10, 1979. Over four years later, January 24, 1984, the PSC Order No. 7934, 'Proposed Opinion and Order', Formal Case No. 719, declared virtually every proposal and recommendation to make a better taxi zone map system unacceptable and that more studies would be necessary and needed.

By March of 1987, a new District of Columbia Taxicab Commission composed of eight (8) members from the public, four (4) members from the D. C. taxicab industry and one (1) member from the D. C. city government will take over the duties of regulating the D. C. taxicab industry from the PSC. Because of this, the PSC has decided that nothing further will be done by them in the seven (7) year old Formal Case No. 719. The PSC has decided that the new Taxicab Commission can decide for itself how best to regulate the taxicab industry.

We urge the Members of this Committee to do what is necessary to bring the Appropriations Act up-to-date by replacing the wording in the Act, 'System of Uniform Zones', with the wording, 'Mileage Rate Zone System'.

We are here to ask that the ban on taximeters continue to remain in the D. C. Appropriations Act. We are very well aware of the fact that only a very few Members of Congress, very few D. C. city officials, very few D. C. cab company owners, very few D. C. cab drivers, very few cab passengers and virtually every taximeter manufacturer, have tried again and again, over the years, every trick in the book to have the flat-rate taxi zone system, used in D. C., abolished, and, in its place, have taximeters made mandatory. They would have you believe, that having taximeters will solve all of our problems. The truth is, taximeters will create more problems than it will solve.

Buying, selling and repairing, new and used taximeters in D. C., will create not less than a $40,000,000 market for the taximeter manufacturers. For them to set aside 10% of this amount, to wine, dine and contribute to the campaign funds of the 'right' elected officials, would be, but a small 'amount' to pay, to get what they want. This would also include non-elected officials. We have heard and have read about far too many elected and non-elected officials getting expensive gifts and bribes from companies doing business with the government. For the unethical and greedy taximeter manufacturers, it is well worth the 'price' of doing 'business' with the elected and non-elected officials, when they can see themselves making millions of dollars in profits when taximeters are 'officially' made mandatory in D. C. taxicabs. The fact is, the overwhelming majority of cab passengers and cab drivers in D. C. want the continued use of flat-rate zone system and do not want taximeters.

(continued on Page 2.)

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Statement of Irving Schlaifer, President, Washington DC Taxicab Association, before the Subcommittee on District of Columbia Appropriations, Wednesday, June 11, 1986.

The taximeter is a fraudulent device. The taximeter is the legal right to steal. The taximeter is a 'one-armed bandit', once the cab driver pulls the lever the 'house' always wins. With taximeters, identical trips do not always have identical rates. With taximeters, it is always a guessing game as to what the final fare will be. Taximeters were never meant to protect the cab riding public. The gimmick of taximeters is to make carelessness profitable, whether it be intentional or not. The overwhelming majority of cab drivers, cab companies and cab passengers in D. C. do not like and do not want the mandatory use of taximeters.

The mandatory use of taximeters in D. C. will cause the loss of millions of cab passengers. We now have approximately 10,000 taxicabs and approximately 12,000 licensed cab drivers. With taximeters we can expect 75% of the D. C. cab drivers and 75% of the D. C. cab companies to be put out of work and out of business. With taximeters, we will see the loss of 9,000 licensed cab drivers and the loss of 7,500 taxicabs. We do not want to see thousands of jobs destroyed because of the mandatory use of taximeters. We do not want to see most of our small cab companies and associations destroyed because of the mandatory use of taximeters. This Committee can stop these terrible things from ever happening by keeping the mandatory ban on taximeters in the D. C. Appropriations Act.

The flat-rate zone system is far superior to any taximeter system. Identical trips always have identical rates. With the flat-rate zone system, the cab fare can always be accurately determined in advance before the trip is even started. This represents consumer protection at its best.

The taxi zone system, now in use, always have zone areas of unequal size, wherein, you make an exorbitant profit on one trip, only to have it wiped out on the next trip. The PSC has always deliberately stopped every effort, made in the past, by the taxicab industry to correct this problem.

The flat-rate taxi zone system, now in use for over 50 years, is obsolete. It must be replaced with a brand new flat-rate zone system, the Mileage Rate Zone System. The Mileage Rate Zone System corrects all of the inequities built into the taxi zone system now in use. The Mileage Rate Zone system will decrease the rates where needed, increase the rates where needed and leave the rates unchanged where needed. With the Mileage Rate Zone System, it is estimated that 60% of the cab-riding public will pay no increase in rates.

The Mileage Rate Zone System is a floating zone system. It is a straight line, point-to-point mileage measurement, as with airline mileage distance. It is the only system that allows the cab passengers to have a tailor-made taxi zone map for their own personal use. It is the only system that makes it possible to have the actual zone rates printed in each zone. It is the only zone map that requires the use of a detailed D. C. street map. This will make it easier for all cab passengers to actually see the streets on the map where they got in and got out of their cabs. It will make it easier for all cab passengers to state the price of their ride when giving their destination to their cab drivers. This will automatically put the cab drivers on notice that their cab passengers have done their 'homework'. The more often that the cab passengers do their 'homework' and tell the cab drivers the price of their ride when giving their destination, the more often they will have fewer and fewer unpleasant disagreements with them. Simply stated, knowing and telling their cab drivers the price of their rides, stops the problems before they start.

The Mileage Rate Zone System is a well established zone fare system. It has been used for years to compute parcel post rates, airline rates, trucking rates and telephone rates. This Committee should do what the PSC has deliberately refused to do, that is, scrap this obsolete taxi zone system now in use for over 50 years. Cab drivers have criticized this obsolete taxi zone system for years. The cab drivers want it replaced with a superior zone system as soon as possible. This Committee can and should replace it with the Mileage Rate Zone System. The Mileage Rate Zone System can be put into complete operation in less than six (6) months.

I have included in my exhibits 'The Taxicab Industry of Washington, D. C.: Regulatory Perspectives', prepared April 1974, by Charles E. Olson, Ph. D. and Philip G. Kuehl, Ph. D. Also, a study prepared May 1984, for the Federal Trade Commission, Bureau of Economics Staff Report, 'An Economic Analysis of Taxicab Regulation' by Mark W. Frankena and Paul A. Paulter.

This concludes my statement. I want to thank this Committee for the opportunity it gave me to be here today. I will be glad to answer any questions you may care to ask of me.

Thursday, March 6, 1986

Carlton R. Sickles, Chairman
Washington Metropolitan Area Transit Regulation Compact Review Committee
c/o Carday Associates
Suite 200, 8401 Corporate Drive
Landover, Maryland 20785
Telephone: 301-459-6056

In Re: To abolishing or retaining the Washington Metropolitan Area Transit Commission (WMATC), public hearing, Tuesday, 2-25-86.

Dear Chairman Sickles:

I want this letter to be made a part of the permanent record.

The State of Virginia never did agree to allow the WMATC to have jurisdiction over its intra-state passenger for hire vehicles carrying nine or more passengers. The State of Virginia made certain such intra-state trips were off-limits to the WMATC before it was officially created in 1961.

The District of Columbia (D.C.) and the State of Maryland should have not agreed to give the WMATC jurisdiction over its intra-state trips for its passenger for hire vehicles carrying nine or more passengers. The operators of such vehicles now need to have a certificate of public convenience and necessity from the WMATC, even when many of their trips are only intra-state trips and not interstate trips. It is high time that D.C. and the State of Maryland do the same thing as the State of Virginia had already done from the very beginning, 25 years ago, make such intra-state trips off-limits to the WMATC.

Abolishing or deregulating the WMATC will not create great numbers of new van and bus operators. New high quality vans with air-conditioning, loud speaker system, two-way radio, etc., will probably cost $20,000 each or more. New high quality buses with air-conditioning, loud speaker system, two-way radio, etc., will probably cost $100,000 each or more. Van and bus customers want the best and newest that is available. It takes a lot of money to get into and stay in the van and bus business. This alone will stop most everyone from becoming a van or bus operator.

D.C. has approximately 9,000 taxicabs and 12,000 licensed cab drivers. The nearby Maryland and Virginia jurisdictions have approximately 2,000 taxicabs and 3,000 licensed cab drivers. Even though D.C. has 7,000 more taxicabs and 9,000 more cab drivers, the WMATC has given preferential treatment to the Maryland and Virginia cab operators. D.C. cab drivers must use a dual system to compute taxi fares. A flat-rate zone system on intra-state (D.C.) taxi trips and odometer mileage on interstate taxi trips. Maryland and Virginia cab drivers use taximeters on intra-state and interstate taxi trips.

The WMATC authorizes the Maryland and Virginia taxicabs to use taximeters with time and mileage. The WMATC has deliberately 'ripped off' the D. C. cab drivers for millions of dollars over the years because it has refused to give them a time fare on interstate trips.

I have recommended to the WMATC, in several taxicab rate cases, over the past several years, that D.C. cab drivers be permitted to use a time fare. I did so, again, in the last taxicab rate case, WMATC Order No. 2698, Served April 18, 1985, Case No. MP-85-07. I recommended that we have a time fare of 40¢ per minute, or, the total taxi fare, whichever would be greater. I also recommended that the total time fare of 40¢ per minute would not be used whenever shared riding is used. The time fare method that I have proposed would be easy for the cab passengers to compute. The D.C. cab drivers have no trouble computing the odometer mileage rates. The D.C. cab drivers will find it just as easy to compute the time fare.

The WMATC has apparently taken the attitude that it will not give us a time fare, unless it can be done with a taximeter. The WMATC had no problem in deciding that we could use an odometer mileage system without having to use a taximeter. This means that on all identical time consuming trips, the Maryland and Virginia cab drivers with time and mileage taximeters will always get a great deal more money than the D.C. cab drivers. This creates an even greater hodgepodge of rates.

In the WMATC Order No. 1982, served April 19, 1979, Case No. MP-79-05, the WMATC on Page 5, had this to say, 'Our effort here is to set the interstate rates for for D.C. taxicabs at a level comparable to such rates generally in effect in the metropolitan area'. In this statement, the WMATC makes very important use of the word 'comparable'. Taxi rates can never be comparable when Maryland and Virginia cab drivers use time and mileage taximeters, and, the D.C. cab drivers are not allowed to use a time fare and can only use the odometer mileage rates. The WMATC was purposely created to see to it that all interstate rates are uniform, not 'comparable'.

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I submitted several proposed rate changes in my letter, dated, Tuesday, 5-14-85, to the WMATC Order No. 2698, Served April 18, 1985, Case No. MP-85-07. It included my proposed time fare of 40¢ per minute.

The WMATC uses the taxi rates in effect as of April 18, 1985, to prove that taxi rates are 'comparable'. In the six jurisdictions that the WMATC regulates, taxi fares on interstate taxi trips for the first mile are $1.60 to $1.90 and for each additional mile $1.00. On a five mile trip the rates are $5.60 to $5.90, on a ten mile trip the rates are $10.60 to $10.90 and on a fifteen mile trip the rates are $15.60 to $15.90.

The only way you can have 'comparable' rates, is when you charge only for distance travelled. This is impossible to do because cab drivers in Maryland and Virginia use time and mileage taximeters. Therefore, so-called 'comparable' rates don't mean a damn thing whenever time and mileage taximeters are used on interstate taxi trips. On a five mile trip where the 'comparable' rates are $5.60 to $5.90. These so-called 'comparable' rates cannot be consistent whenever time and mileage taximeters are used. These rates can be easily doubled, trippled, etc. It can only be consistent with the odometer mileage rate. The WMATC wants to 'con' us into believing that 'comparability' and 'uniform' are the same thing. Nothing could be further from the truth.

The only way to get 'uniform' mileage rate charges, is to require every cab driver in the six jurisdictions regulated by the WMATC, to only use the odometer mileage travelled. Twelve thousand D.C. cab drivers have proven that it is easy to use odometer mileage travelled to compute interstate taxi fares. The D.C. cab drivers have been doing it for 25 years. The D.C. cab drivers have clearly proven that it is easy to use a dual rate system to compute taxi fares, flat-rate zones within D.C. and the odometer mileage travelled on interstate trips. The Maryland and Virginia cab drivers can easily use a dual rate system to compute taxi fares, taximeters in their jurisdictions and the odometer mileage travelled on interstate trips.

Using the odometer mileage travelled and the time fare of 40¢ per minute, is the only way to achieve 'uniform' taxi rates. This is the only way to make certain that all 15,000 cab drivers are using the same identical rates to compute their interstate taxi trips. All cab drivers are required to write down the time when the trip started and write down the time when the trip is completed. This will make it very easy for the cab drivers to know immediately if the interstate taxi trip took 5, 10, 15 or more minutes to complete. This makes it very easy to compute the time fare. This should have been done 25 years ago. The WMATC has no excuse for not doing it now!

Two witnesses at the public hearing, 1 p.m., Tuesday, 2-25-86, spoke in favor of requiring D.C. cabs to have taximeters. One member of the Review Committee made it clear that he favored taximeters. The WMATC compact makes it very clear that it does not have the authority to order D.C. cab drivers to install taximeters in their cabs. The question of using taximeters is left entirely up to the jurisdiction in which the cab is licensed to operate.

Those that I speak for, are absolutely opposed to the use of taximeters. Use of the taximeter makes it the legal right to steal. It is a fraudulent device. The gimmick of the taximeter is to make carelessness profitable. With it, identical trips do not always have identical rates. The taximeter is a 'one-armed bandit', once the cab driver pulls the lever, the 'house' always wins. There is a place for the taximeter, and that is, at the bottom of the nearest river, lake or ocean.

The overwhelming majority of D.C. cab drivers are absolutely opposed to using taximeters. Any attempt to give the authority to the WMATC as to whether or not it can require D.C. cab drivers to use taximeters for interstate trips will be met with a stonewall of resistance.

Many of us, at this public hearing, made it very clear that we want the WMATC abolished. The comments that I have made in this letter, make it very clear that the WMATC will not be honest and fair to the D.C. cab drivers. Abolish it!!!

Sincerely yours, Irving Schlaifer

Irving Schlaifer, President, Washington DC Taxicab Association,
1344 Kennedy St., N. W., Washington, D. C. 20011 Telephone: 202-723-2588.

PLEASE NOTE: In my letter to you, dated, Tuesday, 3-4-86, I made a mistake in spelling the surname of the Chairman, D.C. Public Service Commission. I inadvertently left out the 'y' in the surname. The correct spelling is, Worthy.

Tuesday, March 4, 1986
Page 1.

Carlton R. Sickles, Chairman
Washington Metropolitan Area Transit Regulation Compact Review Committee
c/o Carday Associaties
Suite 200, 8401 Corporate Drive
Landover, Maryland 20785
Telephone: 301-459-6056

In Re: Washington Metropolitan Area Transit Regulation Compact Review Committee

Dear Chairman Sickles:

I was the first witness at the public hearing held by your Review Committee, Tuesday, 2-25-86, 1 P.M., First Floor Board Room, Washington Metropolitan Area Transit Authority, 600 Fifth St., N. W., Washington, D. C. 20001. I want this letter to be made a part of the permanent record.

A total of nine members were selected to serve on this Review Committee.

The Mayor's Office for the District of Columbia (D.C.) selected the following three members to serve on this Review Committee.

Dwight Cropp, Director
Office of Intergovernmental Relations
in the Executive Office of the Mayor
Room 416, District Building
1350 Pennsylvania Avenue, N. W.
Washington, D. C. 20004
Telephone: 202-727-6265

Mrs. Nadine P. Winter, Councilmember
Council of the District of Columbia
Room 106, District Building
1350 Pennsylvania Avenue, N. W.
Washington, D. C. 20004
Telephone: 202-724-8064

Ms. Patricia Worth, Chairman
District of Columbia Public Service Commission (DCPSC)
Room 333, 451 Indiana Avenue, N. W.
Washington, D. C. 20001
Telephone: 202-727-3062

The Governor's Office for the State of Maryland selected the following three members to serve on this Review Committee.

Carlton R. Sickles, Esquire
Carday Associates
Suite 200, 8401 Corporate Drive
Landover, Maryland 20785
Telephone: 301-459-6056

Honorable Leo E. Green
Senate of Maryland
3123 Belair Drive
Bowie, Maryland 20715
Telephone: 301-464-8777

Claude M. Ligon, Commissioner
Maryland Public Service Commission
American Building
231 East Baltimore Street
Baltimore, Maryland 21202
Telephone: 301-659-6094

The Governor's Office for the State of Virginia selected the following three members to serve on this Review Committee.

Robert L. Calhoun, Esquire
(Member of the City Council
for Alexandria, Virginia)
Sullivan & Worcester
Room 806, 1025 Connecticut Avenue
Washington, D. C. 20036
Telephone: 202-775-8190

Honorable Edward M. Holland
Senate of Virginia
Post Office Box 985
Arlington, Virginia 22216
Telephone: 703-528-4505

Honorable Preston C. Shannon
State Corporation Commission
Post Office Box 1197
Richmond, Virginia 23209
Telephone: 804-786-3601

It is extremely important that all nine members of this Review Committee be absolutely impartial. No one should be a member of this Review Committee if they are in any way associated directly or work for the Washington Metropolitan Area Transit Commission (WMATC), or, if they are associated directly or work with any governmental agency that is, in many ways, similar to the WMATC. No one should be a member of this Review Committee if they are to judge themselves. There should be absolutely no conflict of interest. No members of this Review Committee should have a preformed bias in favor of the WMATC because they actually work for it, or, work in a government agency that is similar to it.

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All nine members of this Review Committee must be objective and have an open mind as to whether the WMATC should be abolished or retained.

Three members should disqualify themselves from serving on this Review Committee because they have a very obvious conflict of interest.

There is a very obvious conflict of interest because the following two members of this Review Committee work as Commissioners on the WMATC.

Ms. Patricia Worth, Chairman
District of Columbia Public Service Commission

Honorable Preston C. Shannon
Virginia State Corporation Commission

There is a very obvious conflict of interest because the following member of this Review Committee is a Commissioner on the Maryland Public Service Commission.

Claude M. Ligon, Commissioner
Maryland Public Service Commission

Ms. Patricia Worth, Honorable Preston C. Shannon and Claude M. Ligon should immediately disqualify themselves from serving on this Review Committee for the reasons already stated.

This will still leave six members on this Review Committee, two from the District of Columbia, two from the State of Maryland and two from the State of Virginia. They are as follows:

Dwight Cropp, Director
Office of Intergovernmental Relations in the Executive
Office of the Mayor of Washington, D. C.

Mrs. Nadine P. Winter, Councilmember
Council of the District of Columbia
Washington, D. C.

Carlton R. Sickles, Esquire
Landover, Maryland

Honorable Leo E. Green
Senate of Maryland
Bowie, Maryland

Robert L. Calhoun, Esquire
Member of the City Council for
Alexandria, Virginia

Honorable Edward M. Holland
Senate of Virginia
Arlington, Virginia

The above remaining six members of this Review Committee will be more than enough to determine whether the WMATC should be abolished or retained.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Telephone: 202-723-2588

PLEASE NOTE: Reading the comments of one of the members of this Review Committee in the last few pages of the transcript for the public hearing about the WMATC, Tuesday, 2-25-86, makes writing this letter necessary.

Copies of this letter sent to each member of the Review Committee, the Mayor of Washington, D. C., the Governor for the State of Maryland, the Governor for the State of Virginia, Maryland State Senator Arthur Dorman of Prince George's County and Maryland State Delegate Timothy F. Maloney of Prince George's County.

Statement of

Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

Before

The Honorable Carlton R. Sickles, Chairman
The Washington Metropolitan Area Transit Regulation Compact Review Committee
Public hearing, Tuesday, February 25, 1986 at 1:00 P.M.
First Floor Board Room
Washington Metropolitan Area Transit Authority
600 Fifth St., N. W.
Washington, D. C. 20001

Mr. Chairman and Members of this Committee, my name is Irving Schlaifer. I am President of the Washington DC Taxicab Association. I am speaking in behalf of those that want the Washington Metropolitan Area Transit Commission (WMATC) abolished.

The WMATC budget in 1984 cost D. C. $91,000, Maryland $167,000 and Virginia $112,000, for a total amount of $370,000. This means that it is costing the taxpayers in these three jurisdictions over $7,000 per week to maintain this totally useless WMATC. It has cost the taxpayers in D. C., Maryland and Virginia millions of dollars ever since it was established 25 years ago, in 1961.

Two Maryland legislators, State Senator Arthur Dorman and State Delegate Timothy F. Maloney, both from Prince George's County, had introduced a Bill in 1983, requiring the State of Maryland to withdraw from the interstate compact that established the WMATC. Simply stated, they wanted the WMATC abolished.

A public hearing was held on their Bill PG/MC 21-84, at 8 p.m., Tuesday, November 1, 1983, in the main auditorium of the Maryland National Capital Park and Planning Commission Building, 6600 Kenilworth Avenue, Riverdale, Maryland. More than 100 of us attended this Hearing in support of their Bill. The only person to appear in opposition to this Bill was the late Mr. Barth, Chief Counsel for the WMATC.

The WMATC can be best described as a junior size carbon copy of the Federal Interstate Commerce Commission (ICC). It was the U. S. Congress, acting in behalf of D. C., decided that a virtual carbon copy of the ICC would be best for the WMATC. Had D. C. had home rule then as it does now, the WMATC would have been defeated. From the very first day, the State of Virginia never did agree to allow the WMATC to have jurisdiction over its intra-state passenger for hire vehicles.

Now, that the ICC has been deregulated and soon to be abolished, there is absolutely no need for the WMATC. This area's passenger transportation industry does not and has never needed the extra layer of bureaucratic regulation that the WMATC can impose upon it, plus the added cost and financial burdens such regulators create.

The WMATC should have never been given the authority to issue certificates of public convenience and necessity for passenger for hire vehicles carrying nine or more passengers. Such certificates give a monopoly to the chosen few. Getting and keeping such a certificate makes it a rich man's game.

The main purpose of the WMATC was to set and police interstate taxi rates. It has done a miserable job of making and policing interstate taxi rates and trips. The job of making and policing interstate taxi rates and trips can be done far easier and far better by the local jurisdictions.

In 1984, the WMATC had only six employees. In 1961 thru 1965, the WMATC may have had 25 or more employees. It was several years later that the Washington Metropolitan Transit Authority (WMATA) was created. The WMATA bought the control and management of all mass transit operations in this area. The WMATA set its own rates. This eliminated the need for the WMATC to set rates, etc., for the mass transit operations. This brought about a great reduction in the number of employees needed by the WMATC. In 1984, the WMATC's executive director was paid $47,000 per year and its chief counsel was paid $45,000 per year.

(continued on Page 2.)

The WMATC may get 468 letters each year from cab passengers complaining mainly about being overcharged on an interstate taxi trip. This amounts to nine letters of such complaints each week. There are approximately 11,000 taxicabs in this metropolitan area. It would not be unusual for each cab to average three interstate trips per day. This amounts to 33,000 such trips per day, or, 231,000 such trips per week. This would make it one written complaint for every 25,666 interstate trips. The WMATC would have you overlook the 25,665 trips on which no complaints were ever made. This makes it crystal clear that the overwhelming majority of cab drivers are honest. We must also remember that a great many such complaints have always been taken care of by the local jurisdictions or by the local cab companies without making use of the WMATC.

The WMATC now needs to justify its continued existence because of these nine letters of complaints each week. The WMATC needs over $7,000 per week from the taxpayers in order to stay in business. What all of this means, is, that it is costing the taxpayers approximately $770 to have each written complaint processed by the WMATC. IT IS THE TAXPAYERS THAT ARE BEING OVERCHARGED.

There was a news item in The Washington Post, Tuesday, November 15, 1983, Pages E-1 and E-3, with the captions, 'Cabbie Charges $100 For a 7-Mile Ride' and 'Cabbie Charges $100 For National-to-D.C. Trip'. The WMATC gave this story to The Washington Post about a cab driver that charged $100 for an $8.20 taxi trip from the Washington National Airport to 15th St. & Rhode Island Ave., N. W. The taxi driver returned the full $100 to the cab passenger after the WMATC investigated the overcharge. A $91.80 overcharge on an $8.20 taxi trip is the exception, rather than the rule. We do not know whether this driver was ever reported to the authorities in the jurisdiction where he was licensed to drive, so that his hacker's license could be revoked.

If there were no WMATC in existence, this complaint of a $91.80 overcharge would have been taken care of by the jurisdiction in which the cab and its driver were licensed, be it, D. C., Maryland or Virginia. The WMATC is being outrageous in using this example as a pretext to justify its continued existence, as if, the local jurisdictions would be totally unable to do anything about cab passengers being overcharged.

The overwhelming majority of these written complaints are about taxi trips that originate at the Washington National Airport (WNA). The WNA can make and police their own taxi rates once the WMATC is abolished. The sooner we get rid of the WMATC the better it will be for all of us.

The WMATC has never served any real useful purpose. D. C., Maryland and Virginia already have more than enough authority to regulate the passenger for hire transportation industry serving this metropolitan area. The WMATC represents just another layer of red tape, regulation and expense that we do not need and have never needed.

The WMATC's main claim to its continued existence, is to control and police interstate taxi rates. It was the original intent that the WMATC's main job was to eliminate the hodgepodge of different taxi rates on interstate taxi trips. The WMATC was suppose to create a uniform taxi rate that all area taxicabs would use on all of their interstate taxi trips. The simplest and easiest way to accomplish it, would have been to require all area taxicab drivers to use the odometer to compute the distance travelled and the amount to be charged. The WMATC decided to make it mandatory that all D. C. taxicab drivers use the odometer to compute and charge for the distance travelled. The WMATC decided to allow the Maryland and Virginia taxicabs to use their taximeters. The taximeter rates are not identical for each jurisdiction in nearby Maryland and Virginia. The same is true for the other taxi rate charges. All of this means that we still have a hodgepodge of taxi rates that the WMATC was suppose to get rid of. One of the most important original purposes for creating the WMATC, was to have it require all area taxicab drivers use the same identical uniform taxicab rates for all of their interstate taxi trips. The WMATC has purposely never carried out this mandate.

(continued on Page 3.)

The WMATC cannot punish, suspend or revoke a cab driver's license if that cab driver is guilty of being discourteous, abusive, assaulting a cab passenger, using obscene language, having a dirty or unsafe cab, etc., on interstate trips. It is still up to each local jurisdiction to take whatever appropriate action is needed to punish, suspend or revoke a cab driver's license.

In 1978, William R. Stratton was Chairman of the WMATC. He also served on the D. C. Public Service Commission (PSC) as one of its three Commissioners. In a news item published in the late Washington Star, Sunday, September 24, 1978, Pages C-1 and C-4, with the caption, 'This Chairman Is Wondering Why His Agency Exists'. He made it very clear in the very first paragraph of this news item, that he had very strong doubts as to whether the WMATC should even exist.

In another news items in The Washington Times, Monday, September 19, 1983, Page 8-B, with the caption, 'With deregulation competition heats up in the bus industry', has a picture of Ralph H. Earnhardt, Gold Line/Gray Line executive of marketing and sales, in front of one of his buses. He had this to say in this news item, 'That an influx of new companies is a small price to pay in return for less regulation'.

I have thus far mentioned just three news items in statement. I have made them a part of my exhibits. I have included many other news items, etc., in my exhibits. I wish to call your attention to the following:

1. News item in The Washington Post, Monday, December 4, 1978, Page D-13, with the caption, 'Trailways Chief Wants Bus Deregulation'.
2. News item in the late Evening Star, Monday, March 16, 1970, Page A-1, A-6, with the captions, 'Abolish the ICC, Nader Study Asks' and 'ICC: Abolish Agency, Nader Study Says'.
3. News item written by Elizabeth Dole, Secretary, Department of Transportation, in The Washington Times, Wednesday, October 2, 1985, Page 1-D, with the captions, 'Needless trucking rules', and 'Such regulation suppresses managerial initiative and innovation and wastes valuable resources that the trucking industry could employ more usefully'.

Ralph Nader is the best known consumer advocate in this country and probably the best known consumer advocate in the world. He recommended abolishing the ICC 16 years ago. Since the WMATC is a virtual carbon copy of the ICC, the WMATC should be abolished.

Many of the other news items in the exhibits make it very clear that the Federal government has made it an accepted fact of life that we are far better off with deregulation and far better off with abolishing certain regulatory agencies because with the changing times their regulations have become obsolete. The same is true for the WMATC. It has become more and more obsolete over the years and it should be abolished.

The late, Ira F. Gadd, a well known sightseeing tour guide, owned and operated limousines and vans in nearby Virginia. He was so frustrated with being refused to be granted the type of certificate of public convenience and necessity he needed to expand profitably, that he decided to put a 3"x3" advertisement in The Washington Post, Tuesday, October 26, 1976, Page A-3, that read as follows:

WANTED LAWYER TO SUE
U.S. REGULATORY AGENCIES
THE I.C.C. and the W.M.A.T.C.
FOR TWENTY MILLION DOLLARS
FOR DEPRIVING ME OF MY
CONSTITUTIONAL RIGHT OF
FREE ENTERPRISE FOR 27 YEARS.
Answer I. F. GADD, BOX 1292,
ARLINGTON, VA. 22210

I have included a xerox copy of this ad with my exhibits.

The late, Walter Davis, another well known sightseeing tour operator, owned Holiday Tours, Inc. He operated with limousines. He used buses of other companies whenever necessary. He did an excellent business with the Holiday Inn Hotels. He was turned down in his attempts to get a certificate of public convenience and necessity to operate buses.

(continued on Page 4.)

Our tax dollars serve a useful purpose helping people in real need that are on public welfare. Our tax dollars should not be wasted on corporate or bureaucratic welfare. We taxpayers are sick and tired of seeing our tax dollars being wasted on this no longer needed, useless and obsolete agency, called the WMATC. We want to see our tax dollars being put to far better use with other government agencies that are really needed and appreciated by the taxpayers.

When you look at the total amount of yearly taxes that each of us pay, it is no wonder that we demand that everything be done to stop wasting our very valuable tax dollars. This Committee must do everything in its power to abolish the WMATC. This Committee must see to it that our tax dollars are being used where they are really needed the most.

On January 14, 1986, the D. C. City Council passed legislation establishing a new 13 member Taxicab Commission for Washington, D. C. This newly created Taxicab Commission will make and police all taxicab rules and rates.

This concludes my statement. Thank you for allowing me to be a witness at this very important Hearing. I will be glad to answer any questions you may care to ask of me.

Department of Legislative Reference
General Assembly of Maryland
Legislative Services Building
90 State Circle
Annapolis, Maryland 21401-1991

F. Carvel Payne
Director

Michael I. Volk, Director
Legislative Division

WASHINGTON METROPOLITAN AREA TRANSIT REGULATION COMPACT REVIEW COMMITTEE

Public Hearing
February 25, 1986
1:00 P.M.
First Floor Board Room
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, D.C.

AGENDA

1. Opening Statement — Chairman Carlton R. Sickles
2. Public Hearing
   - Should the WMATC be Retained?
   - If Retained, What Changes in Structure may be Needed?
   - What Problems Exist in the Current Processes and Procedures of the WMATC?
   - Other Pertinent Issues.
3. Future Schedule of Review Committee — Chairman Sickles

WASHINGTON METROPOLITAN AREA TRANSIT REGULATION COMPACT REVIEW COMMITTEE

1985 Interim

MEMBERSHIP ROSTER

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Mrs. Nadine P. Winter, Councilmember
Council of the District of Columbia
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Washington, D. C. 20004
Telephone: (202) 724-8064

Ms. Patricia Worthy, Chairman
District of Columbia Public Service
Commission
451 Indiana Avenue, N.W., Room 333
Washington, D.C. 20001
Telephone: (202) 727-3062

Thursday, January 23, 1986

TO D. C. Mayor Marion Barry, Jr.

TO D. C. Councilmember____

FROM Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

SUBJECT Comprehensive Hackers' Point System Approval Resolution of 1985, PR 6-256, introduced by D. C. Council Chairman David Clarke at the request of D. C. Mayor Marion Barry, Jr.

COMMENT We already have 93 different point violations listed for improper use of a vehicle that apply to a D. C. driver's permit. We will now have 109 additional different point violations for the improper use of a taxicab. These 109 different point violations break down as follows:

63 different 1 point violations.
24 different 2 point violations.
3 different 3 point violations.
14 different 4 point violations.
5 different 12 point violations.

The D. C. cab drivers will be forced to live with the threat of 202 different point violations. The D. C. taxicab industry has lived all of these years without a taxicab point system. The overwhelming majority of D. C. cab drivers have always provided excellent service to the cab riding public. There are more than enough traffic citation tickets and fines already on the books to correct those few cab drivers that do anything wrong. We already have more than enough regulations dealing with taxicab rule violations that will warn, suspend or revoke a cab driver's I. D. (face card) or hacker's license.

We urgently request that Section 2. (b) D. C. Law 5-178, which created the taxicab point violation system, be repealed as soon as possible.

I have attached to this memorandum additional items that explains in full why we want this law repealed.

1. Our letter, dated, Tuesday, January 7, 1986, to Councilmember Nadine P. Winter, Chairperson, Committee on Public Works.

2. Our letter, dated, Thursday, January 23, 1986, to Councilmember Nadine P. Winter, Chairperson, Committee on Public Works.

3. The Taxicab Industry Group, memorandum, dated, November 26, 1985, opposed to the taxicab operator point system.

WE WILL GREATLY APPRECIATE HEARING FROM YOU BY LETTER ACKNOWLEDGING AND AGREEING WITH THIS MEMORANDUM.

Thursday, January 23, 1986

Councilmember Nadine P. Winter, Chairperson
Committee on Public Works
Room 106, District Building
14th & Pennsylvania Avenue, N. W.
Washington, D. C. 20004

In Re: Comprehensive Hackers' Point System Approval Resolution of 1985, PR 6-256, introduced by D. C. Council Chairman David Clarke at the request of D. C. Mayor Marion Barry, Jr.

Dear Chairperson Winter:

We want to thank you for your letter, dated, January 10, 1986, acknowledging our letter to you, dated, Tuesday, January 7, 1986, concerning PR 6-256.

I appreciated the opportunity of being a witness, for those that I speak for, at the 4 p.m. Public Roundtable Hearing on PR 6-256, Monday, January 13, 1986.

We wish to add some additional comments about Section 2. (b) D. C. Law 5-178, which states in part as follows:

> Every violation of every rule or regulation pertaining to the ownership and operation of taxicabs, including violations of general traffic laws and regulations while operating a taxicab, is required by the Act to be given a point value under the point system.

The Bureau of Motor Vehicles Services (BMVS) has 93 different point violations listed for the improper use of a vehicle that apply to a D. C. driver's permit. The BMVS has recommended 109 additional different full point violations for the improper use of a D. C. taxicab that will apply to D. C. cab driver's I. D. (face card) or hacker's license. The BMVS states that an accumulation of twelve (12) or more hacker points, within a three (3) year period, shall be cause for the Public Vehicles Branch to issue a notice of proposed revocation of a hacker's license.

The BMVS states that if a taxicab driver is convicted of speeding while operating his taxicab, four (4) points will be assessed against his regular operator's permit, because the violation occured while operating a motor vehicle. In addition, four (4) points will be assessed against his hacker's license, because the violation occured while the driver was operating as a public vehicle for hire. However, if a cab driver is convicted of a traffic offense while operating a pleasure vehicle, the resultant assessment of points is applied only to his regular operator's permit, and not to his hacker's license.

The BMVS also states, 'Because the point system required by this Act is the first point system exclusively for hacker's licenses in this region, or in the nation, as far as we know, no model exists which relates directly to hackers'. Therefore, the DMVS in developing this system tried to make it as consistent as possible with the point system already established for the suspension or revocation of a D. C. operator's permit. For instance, under the proposed hacker's point system, a maximum of twelve (12) points during a three (3) year period shall subject a hacker to revocation procedures outlined under the system. This corresponds to the twelve (12) point maximum point total for three years, for proposed revocation under the existing point system for D. C. operator's permit.

Section 2. (b) D. C. Law 5-178, does not specifically state that 'full' points shall be used, such as, 1, 2, 3, 4 or 12 point violations. It does not specifically state what the maximum number of points, or, the maximum number of years shall be before a hacker shall be subject to revocation procedures provided for under the System. It has been left up to the DMVS to decide what would be appropriate. It has been left up to the Mayor and the D. C. City Council to study their recommendations and to hear what the members of the D. C. taxicab industry and the public had to say about the hacker's point system. We recommended that the cab drivers be given 36 points within a two (2) year period, before their hacker's license could be suspended or revoked.

There is nothing in Section 2. (b) D. C. Law 5-178, that would prevent the use of a point system that would make use of fractions, such as, 1/4 (.25), 1/2 (.50) or 3/4 (.75). These would be just as valid as the recommended 1, 2, 3, 4 or 12 points.

(continued on Page 2.)

(continued from Page 1.)

Therefore, as a second choice, we are recommending that the 109 additional different point violations for the improper use of a taxicab, for a three year period, be changed as follows:

63 different 1 point violations become 63 different 1/4 (.25) point violations.
24 different 2 point violations become 24 different 1/2 (.50) point violations.
3 different 3 point violations become 3 different 3/4 (.75) point violations.
14 different 4 point violations become 14 different 1 (1.00) point violations.
5 different 12 point violations remain 5 different 12 (12.00) point violations.

It is our opinion that the purpose of the point system, should be, to make the cab drivers realize that their driving record and the way that they treat their passengers is taken very seriously by the city officials. There are more than enough traffic citations tickets and fines already on the books to correct those few cab drivers that do anything wrong. We already have more than enough regulations dealing with taxicab rule violations that will warn, suspend or revoke a cab driver's hacker's license. There is no need to put on top of all of this, a tough point system. The cab drivers do not need to be threatened with more and more tough regulations to make them do what is right. We must not over-regulate to the point that we regulate the cab drivers out-of-business.

In my letter to you, dated, Tuesday, January 7, 1986, we stated that the cab drivers should be given BETTER FINANCIAL INCENTIVES to motivate them to do a better job.

Years ago, the D. C. Public Service Commission (PSC) kept getting complaints that far too many cab drivers would not pick up cab passengers during the afternoon rush hours. The PSC decided that the best way to deal with this problem was to put regulations on the books that prohibited cab drivers from using their off-duty signs between 4 p.m. & 6:30 p.m. The PSC provided tough fines for violating this regulation. This regulation backfired in the face of the PSC. The cab drivers merely went home and parked their cabs during the afternoon rush hours, and therefore, they were not violating this new regulation. This also meant that there were fewer cabs working during the afternoon rush hours.

It made no sense to the cab drivers to take a loss at the time of day they were needed the most. It took me approximately 15 years to convince the PSC that a rush-hour surcharge was needed to get the cab drivers to work. In other words, a FINANCIAL INCENTIVE was needed. Threatening the cab drivers with tough punishment was not the answer. You had to make it financially worthwhile to work during the rush-hours. There was no reason in the world why the cab drivers should be expected to take a financial loss at the time of day, they were needed the most.

Something had to be done to compensate the cab drivers for the increase in the amount of time it took to complete a taxi trip during the afternoon rush-hours. The rush-hour surcharge that I had been proposing for approximately 15 years was the answer. I got absolutely no support from the Taxicab Industry Group, or, other cab company officials, etc. Many seem to only want to tell their cab drivers just two things, pay your bills and don't tell us your troubles. I had to wait years for a turnover in PSC Commissioners and PSC staff, before I was finally able to convince them of the importance and need for a rush hour surcharge. The PSC finally agreed to approve a rush-hour surcharge of 50¢ per trip, February 22, 1976, Order No. 5769. The rush-hour surcharge was increased to 60¢, June 24, 1979, Order No. 7001. It was increased to 65¢, October 7, 1979, Order No. 7039. It was increased to $1.00, March 24, 1985, Order No. 8212.

Now, that we have the rush-hour surcharge ever since February 22, 1976, we virtually have every cab driver working 4 p.m. to 6:30 p.m. because it is now financially worthwhile to do so. Today, every cab driver looks forward to getting the $1.00 afternoon rush-hour surcharge. There is no longer a shortage of taxicabs during the afternoon rush-hours. All that it took to get the cab drivers to work during the time-consuming afternoon rush-hours, was to make it financially worthwhile for the cab drivers to do so.

Unfortunately, the PSC has refused to correct the many inequities purposely built into the flat-rate taxi zone system we have been using for over 50 years. We started out 50 years ago with just four (4) major zone areas of unequal size. It has evolved, over the years, into 26 zone areas of unequal size, wherein, you make an enormous profit on one trip, only to have it wiped out on the next trip. The PSC Formal Case No. 719, to determine if the flat-rate taxi zone system now in use is unfair, unjust and discriminatory, has now gone into its seventh (7th) year, with no end in sight. The PSC declared unacceptable, every proposal made to create a better taxi zone map. The PSC has always forced us to run unprofitable trips. The PSC claims that the profitable trips more than make up the losses on the unprofitable trips. It has always been our position that every trip should be a profitable trip. The only loss that we should be expected to readily accept, is the loss of time we must take when looking for our next passenger. That is why we proposed the Mileage Rate Zone System, wherein, you have zone areas of equal size.

(continued on Page 3.)

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We have made many other rate proposals, over the years, at PSC rate hearings. We have been constantly told, over the years, that with taximeters you get paid for time, as well as mileage travelled. We have proposed a time fare similar to the taximeter time fare, at each of these PSC rate hearings. The PSC has deliberately refused to give us such a time fare. The negative attitude taken by the PSC has caused far too many of our cab drivers to take a negative attitude in the way they work. The PSC's negative attitude has made the cab riding public suffer with poor taxi service.

The cab drivers are ready, willing and able to do a great job providing better service to the cab riding public. In order to do it, the cab drivers must have a far more profitable business. It cannot do it unless the PSC gives them a really profitable zone system and a really profitable rate system. The best and only answer to get the job done is FINANCIAL INCENTIVE. Instead of punishing the cab drivers with an outrageous taxicab point system, we should be punishing the PSC. The PSC has been guilty of mismanaging the D. C. taxicab industry all of the years it has been regulating us.

If a taxicab point/system was really needed, every major and minor city in the country would have already had it by now. The fact is, they have never seen a need for the taxicab point system, so that a cab driver's license could be suspended or revoked. Our D. C. City Council should have never been sold a bill-of-goods that a taxicab point system was ever needed in this city. The DMVS should be made to provide an actual list, year by year, as to how many D. C. drivers' permits were actually suspended or revoked by the point system, and could have been suspended or revoked without a point system. The DMVS should be made to provide the names of every city that has a driver's permit point system. The Committee on Public Works needs to have all of this information in order to know whether or not it is wasting its valuable time on a worthless driver's permit point system.

It is our educated guess that practically every suspended or revoked D. C. drivers' permits would have been suspended or revoked without the need of a point system. The question is, 'Why are we making such a big deal about the point system in the first place? Why is the point system really needed? Just because it is there, does it really make it worth keeping? Are we keeping the point system because it will make someone happy?' There is no reason to have a point system, 'if' in the long run, it does very little or nothing, and, if it will create more problems than it will solve.

We realize that the D. C. Mayor and the D. C. City Council had the best of intentions when it passed the taxicab point system legislation. Unfortunately, the roadway to 'Hell' is paved with the best of intentions. The D. C. City Council should be big enough to admit it had made a mistake. What is really needed, is to have legislation introduced by the D. C. City Council to repeal the taxicab operator point system.

The D. C. City Council has passed legislation creating a new Taxicab Commission. All of us are looking forward to having all of the PSC 'wrongs' being made 'right' by this new Taxicab Commission. We all believe that this new Taxicab Commission will clearly agree that FINANCIAL INCENTIVES is the best answer to getting better service to the cab riding public. We also believe that it should be up to the Taxicab Commission to determine whether or not to use a taxicab operator point system.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

PLEASE NOTE: We have attached to this letter, The Taxicab Industry Group, memorandum, dated, November 26, 1985, opposed to the taxicab operator point system.

PLEASE NOTE: Copies of this letter to D. C. Mayor Marion Barry, Jr. and D. C. City Councilmembers.

Page 1.
Tuesday, January 7, 1986

Councilmember Nadine P. Winter, Chairperson
Committee on Public Works
Room 106, District Building
14th & Pennsylvania Avenue, N. W.
Washington, D. C. 20004

In Re: Comprehensive Hackers' Point System Approval Resolution of 1985, PR 6-256, introduced by D. C. Council Chairman David Clarke at the request of D. C. Mayor Marion Barry, Jr.

Dear Chairperson Winter:

Those that I speak for, want the legislation that created this monstrosity repealed.

We already have 93 different point violations listed for improper use of a vehicle that apply to a D. C. driver's permit. We will now have 109 additional different point violations for the improper use of a taxicab. These 109 different point violations break down as follows:

63 different one point violations.
24 different two point violations.
3 different three point violations.
14 different four point violations.
5 different twelve point violations.

The D. C. cab drivers will be forced to live with the threat of 202 different point violations. The D. C. taxicab industry has lived all of these years without a point system. The overwhelming majority of D. C. cab drivers have always provided excellent service to the cab riding public. There are more than enough traffic citation tickets and fines already on the books to correct those few cab drivers that do anything wrong. We already have more than enough regulations dealing with taxicab rule violations that will warn, suspend or revoke a cab driver's I.D. or face card.

Section 2. (b) D. C. Law 5-178, states in part as follows: Every violation of every rule or regulation pertaining to the ownership and operation of taxicabs, including violations of general traffic laws and regulations while operating a taxicab, is required by the Act to be given a point value under the point system.

Since this law, as of now, makes it mandatory to have points, it is our conclusion that we be given 36 points before our hacker's license is suspended or revoked within a two year period. Using this proposed new yardstick, the 5 different twelve point violations should be changed to 5 different 36 point violations.

There is no need to excessively punish the cab drivers a second time with this newly created point system. Many of these proposed points are a matter of a judgement call. Judgement calls will open the doors to serious abuse. Many of the few real trouble makers that are licensed to drive D. C. cabs get out of the taxicab business thru their own decision and go into some other line of work.

This mandatory point system amounts to overkill. It is like solving the problem of getting rid of a few mice in a house by burning the entire house down. You need only to look at the small number of complaints heard each year by the D. C. Hackers' Appeals Board. You need only to look at the very, very few taxi licenses that are suspended or revoked each year by the Hackers' Appeals Board. The number is a very, very, very small percentage of the 11,000 plus, licensed D. C. cab drivers. When you look at these figures, you will agree that far too many irresponsible nameless bureaucrats kept pushing the 'panic button' to convince the City Councilmembers that it was a matter of 'life or death' to have a cab industry point system. This so-called 'cure' is worse than the problem. This so-called 'cure' will kill the patient. The irresponsible nameless bureaucrats want 'revenge' not a 'cure'. The D. C. City Councilmembers must do everything in its power to get rid of these irresponsible nameless bureaucrats that seek 'revenge' and are determined to 'get' the D. C. cab drivers thru the point system.

We need only to see what these irresponsible nameless bureaucrats at the Bureau of Motor Vehicles Services (BMVS) attempted to do December 14, 1984, when they placed a notice of proposed changes in taxicab violation fines in the D. C. Register, Pages 6314, 6315 and 6316, Docket No. 84-186-MV. They recommended 48 different fines from $50 to $300 as follows:

12-$50 fines, 3-$75 fines, 2-$100 fines, 1-$150 fine, 3-$200 fines, 0-$250 fine and 27-$300 fines.

The last sentence in their summary paragraph of Docket No. 84-186-MV states as follows: 'By increasing these fines, the Department intends to reduce the number and frequency of violations, thereby improving the conduct and image of taxicab drivers in the District'.

(continued on Page 2.)

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The BMVS took many of the $5 and $10 fines and arbitrarily increased them to $300. Fortunately, many of us in the D. C. taxicab industry fought very hard to have these outrageous fines scrapped. D. C. Councilmembers Betty Ann Kane and Carol Schwartz agreed with us. The BMVS was forced to back down and these outrageous fines were scrapped. These irresponsible nameless bureaucrats at the BMVS must be laughing up their sleeves at the D. C. City Councilmembers, now, that they have the taxicab point system to do with as they please.

Now, we have the same BMVS determined, to find one way or another, to throw the 'book' at the D. C. cab drivers. The BMVS takes the position that in order to motivate the cab driver to do their job in a satisfactory way, they must be threatened with severe punishment, such as, with the once proposed outrageous fines. Now, we are to be forced to suffer with an outrageous point system. The BMVS never demand that D. C. cab drivers be given better financial incentives to motivate them to do a better job. Financial incentives is the best way to improve taxi service in D. C.

It makes absolutely no sense that the entire taxicab industry be severely punished because there are a very few undesirable cab drivers. We did not give them their license to drive a cab. The city officials made it too easy for them to get this license. These city officials should be made to take the entire blame for the mess that they have made with the D. C. taxicab industry.

Increasing the number of questions on the taxi examination from 25 to 60, will not do the job. The twelve hour taxi training program at the University of D. C. will not do the job. What is needed, is a 500 question aptitude test given once a month. The top 10% that pass this test would have to take an eight hour a day training program that will take not less than two weeks to complete. This is the best way to get qualified cab drivers. This is the best way to get rid of unqualified and undesirable cab drivers. You must stop the problem before it starts!

The irresponsible nameless bureaucrats at the BMVS seem to think that we have a far too easy a life driving a cab. They seem to think that we have no risk as to our being alive one day and being dead the next day. They seem to think that we become overnight millionaires driving a cab, therefore, the outrageous point system that they are recommending is a small price to pay for the privilege of being a D. C. cab driver.

Everyone wants to be the cab drivers boss, be it the cab passengers, those that never ride a cab, the entire police department and every little or big bureaucrat. Far too many of them are being deliberately urged to complain about their cab drivers. They are being encouraged to call the cab drivers their enemy. They are being encouraged to do everything to clobber the cab drivers in every way possible. They are being encouraged to believe that the only way to get what they want out of the cab drivers, is to throw the 'book' at them, lock them up and throw away the key, and, the more 'points' they get, the better! We are not the enemy! We are their best friends!

What other occupation has a system of outrageous points imposed on those working in it, such as what is being recommended to be done to the D. C. cab drivers.
How many of the adjacent jurisdictions in nearby Maryland and Virginia, use a similar set of 109 different point violations for their cab drivers?

We have a great turnover in D. C. cab drivers. We always need new cab drivers to replace those cab drivers that leave. These outrageous points, that these irresponsible nameless bureaucrats are recommending, will convince far too many of them not to become D. C. cab drivers. It will also convince far too many of our highly qualified D. C. cab drivers that there is no future in the D. C. taxicab industry. It will convince far too many of them that they would be much better off in some other occupation that has no outrageous point system, and, that these other occupations will be far more rewarding and far less threatening.

All D. C. cab drivers are self-employed marginal independent business operators. They have to file a profit and loss statement just like any other business man or woman. They are not on any company payroll. They never know from one day to the next day whether or not they can pay their bills and still have enough money left over to take home. D. C. cab drivers do not have any quaranteed annual income, paid vacations, sick leave, hospitalization, retirement plans, or, other fringe benefits, as do these irresponsible nameless bureaucrats that are recommending this outrageous point system.

D. C. cab driving is strickly a pot luck, feast or famine, live or die occupation. The two big attractions to being a cab driver, is that, you are your own boss and can work whatever time of day you want. These irresponsible nameless bureaucrats that recommend these outrageous points, would starve to death if they were forced to drive a D. C. cab for a living. What we need are responsible bureaucrats that will do everything in their power to make driving a cab in D. C. a profitable and rewarding occupation.

Irving Schlaifer

Sincerely yours,
Irving Schlaifer, President, Washington DC Taxicab Association
1344 Kennedy St., N. W., Washington, D. C. 20011 Phone: 202-723-2588
Copies to D. C. Mayor, D. C. Councilmembers, taxicab industry and news media.

Friday, January 10, 1986

TO D. C. Councilmember

FROM Irving Schlaifer, President, Washington DC Taxicab Association
1344 Kennedy St., N. W., Washington, D. C. 20011 Phone: 202-723-2588

SUBJECT BILL 6-159, 'District of Columbia Taxicab Commission Establishment Act of 1985', 2nd reading before the COMMITTEE OF THE WHOLE Tuesday, January 14, 1986.

COMMENT Those that I speak for support this Bill.
We wish to add the following amendments:

Sec. 4. Definitions: (6), Page 6, Lines 33-39: 'Taxi or taxicab' means any passenger vehicle for hire having a seating capacity of 8 or less passengers, exclusive of the driver, and operated as a vehicle for passenger transportation by hire by taxicab.

This should be amended to read as follows: 'Taxi or taxicab' means any passenger vehicle for hire having a seating capacity of 15 or less passengers, exclusive of the driver, and operated as a vehicle for passenger transportation for hire by taxicab.

PLEASE NOTE: The practice of restricting taxicabs to carrying not more than 5, 6, 7 or 8 passengers is a throwback to the days when most cities had privately owned mass transit systems. These privately owned mass transit operators did not want taxicabs to be a major competitive threat in the passenger transportation market. Today, virtually every city owns the mass transportation system. They are no longer privately owned. The purpose of taxicabs and mass transit is to carry passengers. Therefore, there is longer a valid reason to continue to restrict taxicabs to carrying not more than 5, 6, 7 or 8 passengers.

Years ago, we did not have 15 passenger vans. Today, millions of them are privately owned. Thousands upon thousands of these 15 passengers vans are used commercially. Many 15 passengers vans are owned by local area hotels and are used by them as shuttle taxicabs for trips to the airport, etc. Many of these local area hotels would prefer use 15 passengers taxicab vans if the D. C. taxicab companies were permitted to make them available. Taxicab operators should be permitted to determine for themselves what size vehicle will be profitable for them to operate. Enclosed is a news item published in The Washington Post, Friday, December 22, 1967, Page D-4, with caption, 'Proposed Taxi-Bus Plan Favored by Cab Leaders'.

Sec. 8. Duties of Commission; jurisdictions, powers and duties of Commission panels: (b) (1) (B), Page 11, Lines 45-53: Establish methodologies for the determination of reasonable fares for taxicab service, including, but not limited to, revision of the zone boundaries and zone construct currently employed to determine taxicab [fares;].......

This should be amended to read as follows: Establish methodologies for the determination of reasonable fares which shall make use of the Mileage Rate Zone System and the odometer for taxicab service, including, but not limited to, revision of the zone boundaries and zone construct currently employed to determine taxicab fares,........

PLEASE NOTE: In April 1974, two consultants for the D. C. Public Service Commission (PSC), from the University of Maryland, Charles E. Olson, Ph. D. and Philip Kuehl, Ph. D. made a study and report dealing with the adequacy of taxicab service, the adequacy of regulation and the feasibility of meters. They had this to say about the circular zone system, now known as the Mileage Rate Zone System, on Page 53 of their study, 'If the Commission feels that the present fixed zone system should be changed, then the circular zone system should be put in its place. While there would be some costs involved in the learning of this system, it is easier to understand than the present system and would not involve the expense of meters. Further, in that D. C. residents associate meters with high taxi fares, it would hardly seem appropriate for the Commission to implement a system that the people do not want'.

The Washington Metropolitan Area Transit Commission (WMATC), by law, was prohibited from ordering the mandatory use of taximeters in D. C. taxicabs. The law did not prohibit them from ordering the use of the odometer in 1961 for computing the fares on interstate taxi trips. D. C. cab drivers have successfully used the odometer to compute interstate taxi for 25 years. There is no reason in the world why the D. C. cab drivers cannot make excellent use of the Mileage Rate Zone System and the odometer. I have enclosed a xerox copy of a 'Letter to the Editor' that I wrote which was published in the Washington Afro-American, November 25, 1961, Page 4, in which I said, 'The taximeter was the legal right to overcharge'.
GIVE THIS NEWLY CREATED COMMISSION THE FLEXIBILITY IT NEEDS TO DO ITS JOB.

The Washington Post Business & Finance

D4 FRIDAY, DECEMBER 22, 1967 ...a

See Natural Evolvement

Proposed Taxi-Bus Plan Favored by Cab Leaders

By Claude Koprowski
Washington Post Staff Writer

A novel proposal to add taxi-buses to urban transit systems drew the praise yesterday of several Washington cabbies.

As outlined in The Washington Post by Sumner Meyers, an engineer with the Institute of Public Administration, the taxi-buses would be operated as bus lines offering passengers door-to-door service.

But spokesman for independent Washington hackers Irving Schlaifer said the taxicab industry could evolve such a system naturally without master planning if it were not straightjacketed by existing regulations.

Schlaifer had proposed cabs carrying up to 24 passenger last year to the Montgomery County Council but had met with little response.

He also had proposed the use of cab terminals at various shopping centers. The cabs would operate like jitneys and deliver many passengers to their door.

Such a system is being boosted by Henry Stawinski, director of Prince George's County Department of Taxicabs. Said Stawinski: "I'm predicting that in the next ten years we're going to get away from taxicabs altogether and have that (taxi-bus) vehicle."

Under Meyer's proposal, cabs would operate side by side with the taxi-bus system and possibly be controlled by the same dispatcher. The taxi-buses would not have fixed terminals but operate from area to area.

Stawinski claims credit for the passage of legislation recently which authorizes the use of jitneys in Prince George's County.

He agrees with Schlaifer that regulations limiting the number of passengers a cab can carry—seven in the District—is hampering the evolution of better public transit systems.

They are joined in their views by Moe Lerner, general manager of Yellow Cab Co. of D.C., Inc. Says Lerner, "Of course we wish they would lift the regulations so the (Public Service) Commission would allow jitney services. It would be a great service to the District and help eliminate traffic problems."

Lerner emphasized that Yellow Cab "would be ready, willing and able" to implement the kind of system Meyers outlined, complete with computer operation.

The industry views were news to Public Service Commission Chairman George A. Avery. "In the whole time I have been on the Commission no one has ever put the proposal to me. My door is always open to talk about any kind of service improvements."

WASHINGTON AFRO-AMERICAN

4 NOVEMBER 25, 1961

VOICE OF THE PEOPLE

Taximeters Are Not The Answer For D. C.

Dear AFRO:

The taximeter advocates have never given up the fight to do everything possible to glorify the taximeter and ridicule the flat-rate zone system now in use in the District of Columbia for over 30 years. They picture the taximeter as a Utopia, a cure-all, etc.

Nothing could be further from the truth.

• •

UNFORTUNATELY, Mr. Delmer Ison, Executive Director of the Washington Metropolitan Area Transit Commission, Mr. Harold A. Kertz, Vice-Chairman of the D.C. P.U.C., and the newly appointed Mr. James A. Washington Jr., Chairman of the D. C. P. U. C., have all expressed themselves in favor of doing away with the flat-rate zone system cab and having it replaced with a meter system cab.

They completely disregard the fact that the overwhelming majority of cab drivers, cab passengers, and, Members of Congress prefer the zone system cab. They never say, "Let us have both the zone system cab and the meter system cab, and, let the paying cab passenger be the final judge."

This approach would prove once and for all that the paying cab passenger prefers the zone system cab and that the meter system cab would be put out of business.

More than 30 years ago the zone system cab and the meter system cab in D.C. were in deadly competition with each other. The result was that the paying cab passenger preferred the zone system cab and the meter system cab was put out of business.

If those cities that now have the meter system cab, would allow the use of the zone system cab, the paying cab passenger would prefer the zone system cab. The meter system cab can only exist where the city, county, or, state laws prevent the use of the zone system cab.

Let us try to understand some simple facts about the meter system cab. Meters do nothing whatsoever to improve cab service.

Meters do nothing whatsoever to improve the mechanical performance of the cab.

Meters do nothing whatsoever to create safer cab driving.

Meters do nothing whatsoever to make the cab driver courteous.

Meters do nothing whatsoever to make the cab driver honest. Meters do nothing whatsoever to provide maximum protection for the benefit of the cab passenger. The meter's only purpose is to tabulate the amount of money the cab driver takes in, and, thereby provide a method for the fleet operator to check on its cab drivers.

In reality the taximeter is the legal right to overcharge.

In reality the taximeter makes carelessness profitable, whether it be intentional or not. The taximeter is useless...unless some law can be put on the books, making it a violation for the cab driver not to put the taximeter in operation when his cab has a passenger.

Such a law is used in every city that has taximeters.

The cab passenger can get a free trip if the cab driver fails to put the taximeter in operation. The cab passenger can get a trip at a reduced rate if the cab driver forgets to put the taximeter "on" at the very start of the trip. The cab passenger can get a trip at a reduced rate if the cab driver stops the taximeter before the trip is completed.

This can result in but one thing, the fleet operator loses out. Therefore, the violation law is needed to protect the operator, not the cab passenger. The violation law makes the police department a collecting agency for the operator. The problem of how much money the cab driver takes in for the day is a management problem. The city officials should not concern themselves with a management problem, they should concern themselves with what they can do to insure a safe, courteous, and, reasonably priced cab service.

The taximeter advocates never tire of their hopes that they can "brainwash" the cab passenger, the cab driver, and the public officials that the supporters of the flat-rate zone system cab are wrong. We can expect the selfishly motivated interests to make a strong campaign for the installation of taximeters, now that several "key" public officials favor taximeters. Of course, the taximeter manufacturers want the profit of a $4,000,000 market that the 9,000 D.C. taxicabs will provide them in the sale of new and used taximeters, plus the cost of parts and repair services. It will be the cab passenger that will have to pay for this unnecessary expense in the form of a higher priced taxi ride.

Let us not lose sight of the fact that if we were to allow the D.C. P.U.C. to order the use of the taximeter, we could expect only half of the 12,000 licensed cab drivers and the 9,000 licensed cab vehicles to survive the change. At least half of the hundreds of people employed to provide the needed services for the D.C. taxicab industry would lose their jobs. Surely, the Members of Congress and the President of the United States do not want to see a change made that would make many thousands of people unemployable in the taxicab industry of the Nation's Capital.

We should do everything possible to prevent this from happening. This can only be done by supporting the continued use of the flat-rate zone system cab, and, the continued opposition to the meter system cab.

Sincerely yours,
Irving Schlaifer, Chairman
Owner-Driver, Rental-Driver
Taxicab Association
Washington 11, D.C.

Tuesday, December 10, 1985

TO D. C. Councilmember_______________________

FROM Irving Schlaifer, President
Washington DC Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

SUBJECT BILL 6-159, 'District of Columbia Taxicab Commission Establishment Act of 1985', before the COMMITTEE OF THE WHOLE, Tuesday, December 10, 1985.

COMMENT Those that I speak for support this Bill.
We wish to add the following amendments:

Sec. 4. Definitions: (6), Page 5, Lines 31-37: 'Taxi or taxicab' means any passenger vehicle for hire having a seating capacity of 8 or less passengers, exclusive of the driver, and operated as a vehicle for passenger transportation by hire by taxicab.

This should be amended to read as follows: 'Taxi or taxicab' means any passenger vehicle for hire having a seating capacity of 15 or less passengers, exclusive of the driver, and operated as a vehicle for passenger transportation for hire by taxicab. PLEASE NOTE: Many 15 passenger vans owned by area hotels are used as shuttle taxicabs for trips to the airport. Taxicab operators can determine for themselves what size vehicle will be profitable for them to operate.

Sec. 6. Commission membership, appointment, terms, Chairperson: (a) Page 7, Lines 9-11: Four of the members, who shall be industry members,....

This should be amended to read as follows: Four of the members, who shall be industry members with a minimum of five consecutive years as full time cab drivers or five consecutive years in full time taxicab management. Two members shall be full time cab drivers and two members shall be in full time taxicab management.

The Mayor shall select four of the public members and one full time cab driver member and one full time taxicab management member. The members of the City Council shall select four of the public members and one full time cab driver member and one full time taxicab management member.

Sec. 8. Duties of Commission; jurisdiction, powers, and duties of Commission panels: (b) (1) (B) Establish methodologies for the determination of reasonable fares for taxicab service, including, but not limited to, revision of the zone boundaries and zone construct currently employed to determine taxicab fares.

This should be amended to read as follows: The D. C. cab companies, associations and independent cab drivers shall have the right to have the optional choice of using taximeters, the Mileage Rate Zone System, or, the odometer. No one system for computing taxi fares shall be made mandatory. The Commission shall set minimum rates at any time it shall be necessary to do so. Mileage rates shall be set for the first mile and each additional half-mile, plus waiting time, radio call rates, etc. Time and mileage shall mean the total time fare per minute, or, the total taxi fare, whichever, shall be greater. The total time fare per minute shall not be used whenever shared riding shall be used. All cab operators shall file the rates they will use with the Commission, be it the minimum rates or higher. All taxicabs shall be clearly identified on the outside front, rear and sides, as a meter, mileage or zone cab.

Please Note: The purpose of setting minimum rates is to eliminate the threat of a cut-rate, cut-throat price war. Let the cab passengers be the final judge as to which cab operator will get their business. The bus, truck and airline have been deregulated. The consumer has been better off because of deregulation. The Federal Trade Commission, Bureau of Economic Staff Report, May 1984, prepared by Mark W. Frankena & Paul A. Pautler, entitled, 'An Economic Analysis of Taxicab Regulation', makes it very clear that deregulation makes economic sense for the consumer and makes it less expensive for the government to regulate. A copy of this report is available in the office of Councilmember Betty Ann Kane.

Sec. 21. Amendents: (6) Page 32, Line 35, Page 33, Lines 1-3: For each vehicle having a seating capacity of 12 or less passengers exclusive of the driver used in the conduct of their business.

This should be amended to read as follows: For each vehicle having a seating capacity of 15 or less passengers exclusive of the driver used in the conduct of their business.

THE TAXICAB INDUSTRY GROUP
1033 THIRD STREET, NORTHEAST • WASHINGTON, D.C. 20002
TELEPHONES: 546-1975 — AD 2-3700

WILLIAM J. WRIGHT
Chairman
WALTER D. WINEGAR
Vice Chairman
FRED D. MATTHEWS
Executive Secretary

HENRY P. WILEY, SR.
Chaplain
FRANCIS MEDINA
Secretary
ROBERT TAYLOR
Treasurer

November 26, 1985

MEMORANDUM 5[illegible] + W/fw

TO ALL TAXICAB DRIVERS

The TIG opposed this point system! This point system could get the average cab driver off the street in nothing flat. once the driver has 12 points, that driver is set down for six months. This is nothing but another form of limitation -- and a move to get this industry under the control of big business. Good drivers will lose interest in staying in the business.

Think about it and call your Councilwoman/Councilman as well as Mayor Marion Barry.

POINT ASSESSMENT SCHEDULE FOR VIOLATIONS BY TAXI OPERATORS

A.	TAXICAB VIOLATIONS	POINTS
801	COMPLAINTS	
801.9	Failure to posses or display passenger rights statement	2
802	PASSENGER RATES	
802.3	Improper or overcharge	4
802.4	Improper ridesharing	1
802.15	Cab interior soiled, offensive odor in interior	1
802.17	Failure to possess or properly display zone map	2
802.17	Improper zone map	2
802.18	Failure to display zone charges	2
802.18	Improper zone charges displayed	2
802.20	Failure to give receipt	2
802.20	Failure to give accurate or proper receipt	4
803	SNOW EMERGENCIES	
803.4	Improper or Overcharge	4
803.9	Failure to advise passenger when snow emergency fares are in effect	1
803.10	Failure to display "Snow Emergency Fare" sign during snow emergencies	1

OVER

803.11	Failure to maintain snow emergency receipt forms	1
803.11	Failure to give accurate or proper Snow Emergency receipt	4
807	NO SMOKING SIGNS	
807.1	Improper "No Smoking" sign	1
808	GROUP AND SHARED RIDING	
808.2	Refusal to engage in group riding	1
808.4	Deviation of more than five (5) blocks to engage in ridesharing	1
808.5	Failure to discharge in order of arrival at destination	1
808.6	Delayed departure (more than 2 minutes) to secure additional passengers	1
808.7	Failure to obey starter (Union Station)	1
809	DIRECTIONAL SIGNS	
809.2	Display of directional sign prior to first occupant	1
809.3	Improper size or location of directional sign	1
812	TAXICAB COLORINGS OR MARKINGS	
812.2	Improper insignia	1
812.3	Misleading lettering, design, word or symbol	2
812.4	Improper style letters or numbers	2
812.5	Improper numbering	2
812.6	Unapproved additional lettering	1
812.7	Unapproved trade name, insignia, or color scheme	2
812.8	Improper use of color scheme	2
812.9	Failure to submit appropriate samples	1
812.10	Failure to submit appropriate photographs	1
812.11	Failure to paint fleet within 60 days	1
812.12	Improper paint - independent taxicab	2
812.13	Unapproved color, lettering, insignia independent taxicab	2
812.14	Improper markings - independent taxicab	2
812.15	Assigned number - missing, improper location	2
812.16	Improper numbers or letters - independent taxicab	2
812.17	Failure to remove taxicab markings	2

OVER

813	PARTS AND EQUIPMENT	
813.1	Operating unapproved taxicab	4
813.2	Doors not readily operable by passenger	2
813.3	Unsatisfactory appearance, vehicle	1
813.4	Excessive noise, vibration	1
813.4	Operating broken, cracked fender, glass	1
813.4	Illegible identifying markings	1
813.5	Improper upholstery	1
813.6	Improper floor mat	1
813.7	Improper window shades	1
813.8	Inoperable speedometer, odmeter	1
813.9	Inoperable interior light	1
813.10	Improper use of "Out of Service" sign	1
813.11	Improperly installed partition between driver and passenger	1
814	SAFETY WARNING LIGHTS	
814.2 -.4	Improper safety warning lights	1
814.5	Improper use of safety warning lights	1
815	CRUISING LIGHTS	
815.1	No cruising light	1
815.4	Unauthorized use of fleet cruising light	1
815.5	Unapproved cruising light - independent cab	1
815.6	Improper illumination of cruising light	1
815.7-.8	Failure to turn off cruising light when on call or out of service	1
816	DISPLAY OF IDENTIFICATION	
816.1	Improper display of PSC License	2
816.2	Improper display of identification card	2
816..3	Failure to remove I.D. from vehicle	1
816.4	Zone map not displayed	2
816.4	Improper zone map displayed	2
816.5	Advertising on taxicab	1
816.6	Unapproved signs or other matter affixed to taxicab	1
819	SOLICITING PASSENGERS	
819.1	Soliciting	1
819.2	Diversion of patronage	2
819.3	Loitering	1
819.4	Refusal to provide service	2
819.5	Refuse to transport	4

OVER

4

820 ON CALL AND OFF DUTY

820.1	Failure to display "On Call" sign	1
820.2	Improper use of "On Call" sign	1
820.2	Failure to enter"On Call" time on manifest	1
820.3	Failure to dsiplay "Off Duty" or "Out of Service" sign	1
820.3	Failure to enter "Off Duty" or "Out of Service" on manifest	1
820.4	Improper placement of "On Call" or "Off Duty" or "Out of Service" sign	1

821 TAXICAB STANDS

821.1	On stand occupied, not for hire	1
821.1	Vehicle improperly placed on stand	1
821.1	Failure to move vehicle forward on stand	1
821.2	Loitering or waiting expressly to place vehicle on stand	1
821.2	More than 5 feet from cab	1
821.3	Failure to move to allow other cab to leave stand	1

822 OPERATION OF TAXICAB

822.2	Failure to possess I.D. Card and D.C. Operator's Permit	4
822.3	Permitting unlicensed hacker to operate	4
822.6	Improper conduct	4
822.7	Operator unkempt, improperly dressed	3
822.8-.9	Operating in excess of 12 consecutive hours	1
822.11	Operating overloaded taxicab	3
822.12	Indirect route	3
822.13	Abuse of parcel pick-up and delivery privilege	4
822.14	Refuse to transport while engaged in non-emergency parcel delivery	4
822.15	Failure to complete parcel delivery within 3 hours	1
822.16	Unloading or loading passenger in crosswalk or insection	2
822.16	Failure to pull to curb to load or unload vehicle	2
822.17	Improper stopping or parking at curb	1
822.18	Dirty cab interior, exterior, trunk	1
822.19	Failure to report property found in cab	4
822.20	Smoking or playing radio without passenger's consent	1

823 RECORDS

823.1	Failure to maintain manifest	2
823.2-.3	Improperly kept mainfest	2
823.4	Failure to provide mainfest to BMVS or other Government Agency	4
823.5	Failure to provide requested information PSC, DPW, or other	2
823.6	Failure to change address, phone number company affiliation within 48 hours, DPW	4

Wednesday, January 16, 1985

TO Mayor Marion Barry, Jr.

TO D. C. Councilmember____

FROM Irving Schlaifer, President
Washington D. C. Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

SUBJECT December 14, 1984, District of Columbia Register notice of proposed rulemaking, Docket No. 84-186-MV, to amend the taxicab fines.

COMMENT We have attached our letter, dated, Monday, January 14, 1985, hand delivered, to the D. C. Department of Public Works, Bureau of Motor Vehicle Services, Room 1010, Municipal Center, 301 'C' St., N. W., Washington, D. C. 20001 Phone: 202-727-6679.

The Bureau of Motor Vehicle Services has proposed to amend 48 different taxicab fines. We are absolutely opposed to virtually everyone of these 48 different taxicab fines. There are,

12-$50 fines, 3-$75 fines, 2-$100 fines, 1-$150 fine
3-$200 fines, 0-$250 fine and 27-$300 fines.

It is high time that the Mayor and the D. C. Councilmembers see to it that these irresponsible nameless bureaucrats be identified and be fired immediately.

These irresponsible nameless bureaucrats must have their heads screwed on backwards. Their philosophy is to destroy the taxicab industry when they recommend such outrageous fines. What other occupation has such outrageous fines?

These irresponsible nameless bureaucrats act as if they have bureaucratic immunity, and, like the diplomats that have diplomatic immunity, they too, can virtually get away with murder. These outrageous fines, in every sense of the word is 'murder'! These irresponsible nameless bureaucrats seem to think that they can do whatever they want behind closed doors, and, that nobody can do anything about it.

The D. C. cab drivers are sick and tired of getting such shabby treatment. The D. C. cab drivers are sick and tired of being victimized by these 'know-it-all' irresponsible nameless bureaucrats. These 'know-it-all' irresponsible nameless bureaucrats would have you believe that we are the enemy, and, must therefore, at all costs, be 'destroyed'.

These egoistical, 'prima donna', irresponsible nameless bureaucrats have put themselves on a pedestal, 'so high', that nobody can reach them. It is up to the Mayor and the D. C. Councilmembers to make sure that these egoistical, 'prima donna', irresponsible nameless bureaucrats are on a pedestal no higher than a chair, so that, everybody can reach them.

These irresponsible nameless bureaucrats have clearly shown themselves to have no clear understanding as to how best to govern and regulate the D. C. cab drivers. We D. C. cab drivers want them replaced immediately. The first step, is to fire every last one of these irresponsible nameless bureaucrats that had anything at all to do with recommending these outrageous fines. The second step, is to replace these irresponsible nameless bureaucrats with those that have a thorough understanding of the D. C. cab drivers and their problems, so that we can have sensible rules and regulations. The D. C. cab drivers are not the enemy, we are the friends of this community.

We want the D. C. Councilmembers to hold full hearings on this serious problem, and, identify those irresponsible nameless bureaucrats that had anything to do with recommending these outrageous fines.

We have attached a copy of proposed rulemaking Docket No. 84-186-MV.

WE WOULD APPRECIATE HEARING FROM YOU AS SOON AS POSSIBLE.

Monday, January 14, 1985

D. C. Department of Public Works
Bureau of Motor Vehicle Services
Room 1010, Municipal Center
301 'C' Street, N. W.
Washington, D. C. 20001
Phone: 202-727-6679

In Re: December 14, 1984, District of Columbia Register notice of proposed rulemaking, Docket No. 84-186-MV.

To whom it may conern:

The proposed fines that you are recommending, dated, December 14, 1984, published on Pages 6314, 6315 and 6316 of the District of Columbia Register, are absolutely outrageous. There are 48 different fines. These fines are $50 to $300 as follows:

12-$50 fines, 3-$75 fines, 2-$100 fines, 1-$150 fine, 3-$200 fines, 0-$250 fine and 27-$300 fines.

The last sentence in the summary paragraph of Docket No. 84-186-MV states as follows: 'By increasing these fines, the Department intends to reduce the number and frequency of violations, thereby improving the conduct and image of taxicab drivers in the District.' Please note: This listing of the new fines did not include what the former fines were, so that we can see for ourselves just how much the new fines were increased over the old fines. We request that this information be furnished to us as soon as possible.

Virtually everyone of these fines are job performance fines. Job performance fines should and must not exceed $5. A minimum fine is all that is needed to correct a cab driver's performance or adherence to the rules. The fact that such fines go on the cab drivers' records is enough of a lesson for them not to do it again. The fact that the cab drivers lose time and money needed to pay a $5 fine is enough of a lesson for them to remember not to do it again.

A $300 fine for failure to display, exhibit, possess or have the passengers' rights card, zone route map or sticker is outrageous. All too often, out-of-town and local passengers will take them as souvenirs without the cab drivers knowledge. These fines should not exceed $5.

The $300 fine when picking up or discharging passengers in a crosswalk or intersection, failure to pull to curb and undue interference with traffic should not exceed $5. The traffic conditions make it virtually impossible not to be in a crosswalk, etc. Cab passengers want to get in an empty cab as soon as possible, no matter where it is. They want to get out of a cab no matter where it is as soon as possible. They do so when it is perfectly safe. It is virtually impossible for the cab drivers to stop such passengers from getting in and out of their cabs on a moments notice. These passengers know little or nothing about these taxicab regulations. The cab drivers should not be blamed and fined for the wrongdoing of their cab passengers.

We do see the need for a $300 fine or jail whenever a driver is using a counterfiet hacker's I.D. card, using an illegal cab, driving when his license has been revoked, etc.

Many of these $300 fines are a matter of a judgement call. Judgement calls will open the doors to serious abuse. A $300 fine will bankrupt the average cab driver.

The nameless bureaucrats that recommend these outrageous fines always take the position, that in order to motivate the cab drivers to do their job they must be threatened with severe punishment, such as, outrageous fines. They completely ignor the fact that the punishment must fit the crime. These nameless bureaucrats never demand better financial incentive to motivate the cab drivers to do a better job.

The undesirable cab drivers that are the trouble makers got their license to drive a cab because these same nameless bureaucrats made it too easy for them to get into the cab business. You stop the problem before it starts. The requirements to be a D. C. cab driver should have been made tougher years ago. These same nameless bureaucrats are still handing out cab drivers' licenses to every Tom, Dick, Harry and Susy, just like it is candy. These nameless bureaucrats should take the entire blame for what has happened to the D. C. taxicab industry.

(continued on Page 2.)

(continued from Page 1.)

We have a great turnover in D. C. cab drivers. We always need new cab drivers to replace those cab drivers that leave. The outrageous fines, that these nameless bureaucrats are recommending, will convince far too many of them not to become cab drivers in D. C. It will also convince far too many of our highly qualified D. C. cab drivers that there is no future in the D. C. taxicab industry. It will convince far too many of them that they would be far better off in some other occupation that has no $300 fines, and, that these other occupations will be far more rewarding and far less threatening.

What other occupation has such an outrageous system of $300 fines imposed on those working in it as does the occupation of being a cab driver in Washington, D. C.? We challenge these nameless bureaucrats to name one other occupation that has these $300 fines. How many of the adjacent jurisdictions in nearby Maryland and Virginia, use a similar set of fines for their cab drivers? If so, how much are the fines and how often are they used? In D. C., how often are these outrageous fines, that we now have on the books, used against the D. C. cab drivers? Is there a record kept of such fines? Just how many citations are issued for each violation of D. C. taxi regulations? We need to know just what we are asked to deal with. We should not be deliberately kept in the dark. These nameless bureaucrats have made absolutely no attempt to ask the D. C. cab drivers as to how they feel about the use of these outrageous fines to motivate them to do their job.

These nameless bureaucrats seem to think that we have a far too easy a life driving a cab. They seem to think that we have no risk as to our being alive one day and being dead the next day. They seem to think that we become overnight millionaires driving a cab, therefore, the outrageous fines that they are recommending is a small price to pay for the privilege of being a D. C. cab driver.

Everyone wants to be the cab drivers boss, be it the cab passengers, those that never ride a cab, the entire police department and every little or big bureaucrat. Far too many of them are deliberately being urged to complain about their cab drivers. They are being encouraged to call the cab driver their enemy. They are being encouraged to do everything to clobber the cab drivers in every way possible. They are being encouraged to believe that the only way to get what they want out of the cab drivers, is to throw the 'book' at them, lock them up and throw away the key, and, the bigger the fine, the better!

All D. C. cab drivers are self-employed marginal independent business operators. They have to file a profit and loss statement just like any other business man or woman. They are not on any company payroll. They never know from one day to the next day whether or not they can pay their bills and still have enough money left over to take home. D. C. cab drivers do not have any guaranteed annual income, paid vacations, sick leave, hospitalization, retirement plans or other fringe benefits as do these nameless bureaucrats that are recommending these outrageous fines. Cab driving is strictly a pot luck, feast or famine, live or die occupation. The one big attraction to being a cab driver is that you are your own boss and can work whatever hours you want. The nameless bureaucrats that recommend these outrageous fines would starve to death if they were forced to drive a cab for living.

It is high time that the D. C. Mayor and the D. C. City Council members see to it that these irresponsible nameless bureaucrats that had any part in recommending these outrageous fines, be fired immediately. We demand that their recommendations to have these outrageous fines adopted, be scrapped immediately. We demand that they open their files to everyone, on this entire matter immediately. We need to know why they recommended these outrageous fines. They are making mountains out of molehills. It is like recommending that we burn the entire house down just to get rid of one or two rats. We demand that the D. C. City Council hold full hearings on this problem of outrageous fines.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, President
Washington D. C. Taxicab Association
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2388

Copies of this letter will be sent to the D. C. Mayor, members of the D. C. City Council and the news media.

DEPARTMENT OF PUBLIC WORKS
NOTICE OF PROPOSED RULEMAKING
DOCKET NO. 84-186-MV

The Director of the Department of Public Works, pursuant to the authority of Sections IV (A) and V of Reorganization Plan No. 4 of 1983, 30 DCR 6428 (December 16, 1983) effective March 2, 1984, and pursuant to the authority of the Traffic Adjudication Act of 1978, effective September 12, 1978, (D.C. Law 2-104, D.C. Code Sec. 40-601 et seq.), hereby proposes to take action to adopt the following changes to the Civil Fines for Motor Vehicle Moving Infraction Regulations (25 DCR 11-28) and to amend the taxicab fines which were published at 25 DCR 11-28. Final rulemaking action shall be taken in not less than thirty (30) days from date of publication of this notice in the D.C. REGISTER.

Summary

The Director of the Department of Public Works proposes to increase the fines for infractions issued to operators of public vehicles for hire for violations of the taxicab regulations promulgated by the Public Service Commission (see Title 15 DCMR 300). These infractions are issued by police officers to taxicab drivers. The driver may adjudicate the infraction at the Department's Bureau of Traffic Adjudication pursuant to the Traffic Adjudication Act. By increasing these fines, the Department intends to reduce the number and frequency of violations, thereby improving the conduct and image of taxicab drivers in the District.

The following rulemaking action is proposed.

Title 15 DCMR is amended by adding a new subsection to read as follows:

365.3 CIVIL FINES FOR INFRACTIONS ISSUED FOR TAXICAB REGULATIONS

INFRACTION (Citation to subsections of 15 DCMR)	
Off-Duty Sign During Rush hours (355.3)	$75
Overloaded taxicab (345.1)	$50
Passenger rights card Failure to display, exhibit, possess, or have (300.6 (h))	$300

Pick-Up or Discharge-of-Passengers	
Undue interference with traffic (345.2)	$300
In crosswalk or intersection (345.2)	$300
Failure to pull to curb to (345.2)	$300
Property	
Failure to report when left in cab (350.9)	$300
PSC Registration or License	
Failure to exhibit or display (340.1)	$300
Failure to have or possess (Unlicensed taxicab) (325.1)	$300
Refusal to transport (350.7)	$300
Route	
Indirect (345.8)	$200
Speedometer or odometer	
Defective (330.2)	$50
Not in working condition (330.2)	$50
Soliciting	
Taxicabs on public space	$75
Diverting patronage from business establishment	$75
Shared Riding	
Violation of regulation (310.2, 310.3, 310.4)	$50
Taxicab Stand	
Parked on when not for hire (360.1)	$50
Blocking another taxicab when it attempts to leave (360.2)	$50
Not entering taxicab stand from rear (360.1)	$50
Vision	
Obstructed view (345.1)	$150
Zone Route Map or Sticker	
Failure to display (305.10, 340.3)	$300
Improper (340.3)	$300
Accident	
Failure to report (440.4)	$50
Advertising or Sign	
Unauthorized or not approved (340.4)	$300
Cruising Light	
Failure to illuminate (335.3)	$50
Not in working condition (335.6)	$50

Dirty Cab	
Exterior (345.4)	$300
Interior, including trunk (345.4)	$300
Fare	
Improper or overcharge (305.1, 305.2)	$300
Failure to give receipt for (305.13)	$300
Failure to give accurate or proper receipt (305.13) .	$300
Identification Card	
Failure to change address (355.3)	$300
Failure to exhibit or display (340.2)	$300
Failure to remove from taxicab when operator is twenty-five (25) feet away (340.2)	$50
Failure to have or possess (unlicensed hacker) (350.1)	$300
Allowing unauthorized or unlicensed person to drive (350.2)	$300
Insignia	
Improper (320.4, 320.6, 320.9)	$200
Failure to remove (320.12)	$200
Insurance Sticker	
Failure to display, have, possess, or exhibit (440.1)	$300
Display expired, cancelled	$300
Failure to remove expired sticker (440.1)	$300
Manifest	
Failure to keep or maintain (355.1)	$300
Failure to display upon demand (355.1)	$300
Inaccurate (355.1)	$300
Operator	
Excessive hours of operation (350.5)	$100
Improper dress (350.4)	$100
More than five (5) feet from taxicab when on taxicab stand (360.1)	$50
On-Call Sign	
Improper use (355.4)	$300

Interested persons may request copies (at cost) from, and may comment on, these proposed rules by writing to the D.C. Department of Public Works, Bureau of Motor Vehicle Services, Municipal Center, 301 C Street, N.W., Room 1010, Washington, D.C. 20001 (ATTENTION: Docket No. 84-186-MV).

Wednesday, October 31, 1984

Statement of Irving Schlaifer, President, Washington D. C. Taxicab Association, 1344 Kennedy St., N. W., Washington, D. C. 20011 Phone: 202-723-2588.

Before Councilmember Betty Ann Kane, Chairperson of the Committee on Public Services and Cable Television, roundtable discussion on Bill 5-224, 'The Public Service Commission (PSC) Jurisdiction Act of 1983', Wednesday, October 31, 1984 at 12:00 p.m., in the Council Chamber (Room 500) of the District Building, 14th & 'E' St., N. W., Washington, D. C. 20004.

We want to thank the Chairperson and Members of this Committee for the opportunity of being able to express our views on the importance of taking the PSC out of the taxicab business. We support the establishment of a 'Commission on Taxicabs' to replace the PSC. This important change has been long overdue.

We are including copies of our statement made Monday, October 22, 1984 before Councilmember Jerry A. Moore, Jr., Chairman of the Committee on Public Works, public hearing on Bill 5-453, the 'Hacker's License Requirements Act of 1984'. Most of what we had to say at that hearing, can be said at this hearing on Bill 5-224, 'The Public Service Commission Jurisdiction Act of 1983', which will establish a 'Commission on Taxicabs'. The name, 'Commission on Taxicabs' should be changed to 'Taxicab Commission'.

This 'Taxicab Commission' should have at least nine (9) members and not the proposed five (5) members. Five (5) members should be full time cab drivers with 20 years of experience, two (2) members should be from taxicab management with 20 years of experience, one (1) should be from the public and one (1) should be from the city. Those on the 'Taxicab Commission' from the taxicab industry will serve as Chairperson on a rotating basis for six (6) months each. The members on the 'Taxicab Commission' from the Taxicab Industry shall not have to give up their affiliation, livelihood or occupation to serve on it.

Vans, step-vans and minibuses now being used as passenger for hire vehicles should be O. K'd for use as taxicabs as long as they have not less than nine (9) passengers seating capacity. Vehicles for use as taxicabs should no longer be restricted to four (4) door sedans or four (4) door station wagons.

Over the last 50 years, all of the taxi zone maps authorized for use by the PSC, have zone boundary lines made up of streets, rivers and bridges. These rigidly fixed boundaries lines created zone areas of unequal size, wherein, you made an exhorbitant profit on one trip, only to have it wiped out on the next trip. The taxi zone map of 50 years ago, had four (4) extremely large zone areas of unequal size. The taxi zone map now in use, has 26 zone areas of unequal size.

The only proposal that creates zone areas of equal size, is the Mileage Rate Zone System (MRZS). The MRZS is a floating zone system. It was first proposed to the PSC in 1958. It has been proposed ever since. A $15,500 taxicab study made for the PSC in 1974, by two University of Maryland professors, recommended that the MRZS replace the taxi zone system now in use.

Bill 5-224 should not make the mistake of perpetuating the same taxi zone maps that creates zone areas of unequal size. These taxi zone maps with zone areas of unequal size has perpetuated all of the undesirable problems we are having today.

Bill 5-224 should clearly state that the D. C. cab drivers and D. C. cab companies or associations shall have the optional choice of using the MRZS or the taxi zone map now in use. We are certain that the Congress would not object, since it does not call for the use of taximeters. Let the cab passengers be the final judges as to which system of computing taxi fares will give them the best service at the lowest price.

This concludes our statement. I will be glad to answer any questions that the Chairperson or other Councilmembers on this Committee may want to ask me.

Monday, October 22, 1984

Statement of Irving Schlaifer, President, Washington D. C. Taxicab Association, 1344 Kennedy St., N. W., Washington, D. C. 20011 Phone: 202-723-2588.

Before Councilmember Jerry A. Moore, Jr., Chairman of the Committee on Public Works, of the Council of the District of Columbia, public hearing on Bill 5-453, the "Hacker's License Requirements Act of 1984", Monday, October 22, 1984, in the Council Chambers, District Building, 1350 Pennsylvania Avenue, N. W., Washington, D. C. 20004.

We want to thank the Chairman and Members of this Committee for the opportunity of being able to give ours views on the importance of solving the many problems faced by the D. C. Taxicab Industry.

The overwhelming majority of D. C. cab drivers that I speak for do their job serving the public as best as they can. We agree with Councilmember H. R. Crawford's determination to solve the many problems of the D. C. Taxicab Industry.

His proposal to have the 25 question hacker's examination changed to a 50 question examination does not go far enough. We must stop the problem before it starts. We must have higher standards. What is needed is a tougher mental examination to be given only once a month. This examination should deal with reading, writing, arithmatic, geography, history, etc. This examination should have as many as 500 questions. Only the top 10% passing this examination should be selected for thorough two week training program. This training program would make certain that the newly licensed D. C. cab drivers are qualified to drive a taxicab in D. C. It should be the financial responsibility of D. C. to run this training program. The prospective cab drivers that take this training program should pay for it.

We believe that the law of 'supply and demand' should determine the number of taxicabs to be licensed in D. C. In 1953, we had as many as 10,500 licensed taxicabs in D. C. Now, 31 years later, it has leveled off to approximately 7,500 taxicabs, 3,000 fewer taxicabs. The law of 'supply and demand' works.

We should not hand out taxicab licenses as though we were giving away candy. Again, we need higher standards. Anyone desiring to put a car on the streets of D. C. as a taxicab in their own name, in the name of a company or association, must also put up a cash performance bond and guarantee to be a full time cab driver for not less than two years. They can choose to become experienced part time cab drivers after their two years are up. Those that feel that this standard is more than they care to meet, can always rent a taxicab.

All owners of D. C. taxicab licenses should be required to maintain a 'new taxicab replacement fund' in a bank of their own choice. Again, this is another form of higher standards. They must save not less than $30 per week for each taxicab license they own. At $30 per week, $1560 would be set aside each year toward the purchase of a new vehicle for a taxicab. The 'new taxicab replacement fund' would be a simple and easy way to eliminate undesirable surplus taxicabs. It will make it easier to replace old worn out taxicabs.

The reason that so many things that go wrong in the D. C. Taxicab Industry is due to the fact that nobody wants to blame the three Public Service Commission (PSC) Commissioners and other city officials that make the rules, regulations and rates for the D. C. Taxicab Industry.

Everything that Councilmember H. R. Crawford wants to do thru legislation can be done by these city officials without legislation. These city officials are not earning what they are being paid to do. Each PSC Commissioner is being paid over $62,000 a year. The other city officials are being paid excellent yearly salaries. There are plenty of highly qualified individuals that can be found to replace them and they will do a far better job of regulating the D. C. Taxicab Industry.

Everyone demands perfection and excellence from the D. C. cab drivers, but, they are too cheap to pay for what it is worth. There are far too many cab passengers that expect the D. C. cab drivers to be the 'welfare department' and demand that they give away their work. Over the years, we have seen far too many excellent D. C. cab drivers leave the business because they could not earn enough.

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(continued from Page 1.)

Statement of Irving Schlaifer before Councilmember Jerry A. Moore, Jr., Chairman of the Committee on Public Works, Monday, October 22, 1984.

As long as we have PSC Commissioners that force the D. C. cab drivers to work with lousy rules and regulations, work with a lousy taxi zone system and work with a lousy rate system, you can naturally expect that far too many of our cab passengers are going to get lousy service. As long as these three PSC Commissioners keep shortchanging the D. C. cab drivers, far too many of our cab passengers are going to be shortchanged by their cab drivers. Nothing is going to change as long as there are those in authority who only want to go after those on the bottom. We ask the Members of this Committee, when are you going to go after those that are on the top?

The PSC should be taken out of the taxicab business. The PSC should be replaced by a nine member taxicab commission. This taxicab commission would have five full time cab drivers with at least 20 years of experience, two from taxicab management with at least 20 years of experience, one from the public and one a city official. Such a commission would have the needed experience to succeed, where the PSC has failed.

The D. C. Taxicab Industry has been in a straight jacket for almost 50 years of being regulated to death. The bus, truck and airline industries have been deregulated. Seattle, Washington and San Diego, California have deregulated their taxicab industries. It is high time that the D. C. Taxicab Industry be deregulated.

The PSC takes forever to do anything. For example, Formal Case No. 719, which found the taxi zone system now in use, to be unfair, unjust and discriminatory, has now gone into its sixth year, with no end in sight. Must we wait until the year 2,000 before Formal Case No. 719 is finally completed?

The Mileage Rate Zone System (MRZS) was proposed in Formal Case No. 719. We recommended that the taxi zone system now in use that has 26 zone areas of unequal size, wherein, you make an exhorbitant profit on one trip, only to have it wiped out on the next trip, be replaced with the MRZS, wherein, you have zone areas of equal size. A $15,500 taxicab study made for the PSC in 1974, by two University of Maryland professors, recommended that the MRZS replace the taxi zone system now in use.

There were other proposals made in Formal Case No. 719, to change the taxi zone system now in use. The Professional Cab Drivers Association proposed a 44 zone area map. The Alliance of Taxicab Businessmen proposed a 30 zone area map. The Fraternal Order of Taxidrivers and Owners, Inc., proposed that taximeters replace the taxi zone system in D. C. The PSC found every proposal unacceptable. On January 24, 1984, Proposed Opinion and Order, Order No. 7934, on Page 40, the PSC staff concluded that the MRZS, with all of its merits, was too cumbersome to administer when calculating fares, and, might even be a form of metering. The MRZS is not a taximeter, it is a floating zone system.

We do not agree with this conclusion. How can the PSC staff be so certain of saying that the MRZS is too cumbersome to use when it has never been used? The PSC staff says that the MRZS has a lot of merit. If the MRZS has a lot of merit, than why not use it? It is only thru the actual use of the MRZS that it can be proven whether or not the MRZS is easy to use or too cumbersome to use. We are convinced that the MRZS would be proven easy to use.

We ask that this Committee do whatever is necessary to deregulate the D. C. Taxicab Industry. We ask that this Committee do whatever is necessary to make certain that no one method for the computing of taxi fares be made mandatory. The cab companies should have the optional choice of using the MRZS, taximeters or odometers. All three systems make use of the mileage travelled. All that is needed is a minimum rate to prevent a cut-rate, cut-throat price war.

The suggested minimum rate would be $1.20 for the first mile, 60¢ for each additional half-mile, 75¢ for each additional passenger, etc. A minimum time fare would also be needed. It would be the total time fare of 30¢ per minute or the total taxi fare, whichever would be greater. The total time of 30¢ per minute shall not be used whenever shared riding

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Statement of Irving Schlaifer before Councilmember Jerry A. Moore, Jr., Chairman of the Committee on Public Works, Monday, October 22, 1984.

is used. Let the cab passengers be the final judge as to which cab company will give them the best service at the lowest price. With the MRZS, there will be no increase in rates on 60% of the trips. On the remaining 40% of the trips, the rates will go up or go down.

We ask that this Committee do whatever it can to have the following suggestions adopted as soon as possible.

1. That all hacker's I. D. face cards have permanent lifetime I. D. numbers.

2. That all hacker's I. D. face cards and driver's permits be good for not less than six years. This suggestion will save the city a great deal of time and money.

3. That all taxicabs and sightseeing vehicles have all passenger seats facing the front.

4. That the cab driver's name be on the front doors of the taxicab that they drive.

5. That there be a taxicab directory containing in alphabetical order, the name, picture, telephone number and home address of all D. C. cab drivers. This taxicab directory shall be distributed to all D. C. cab drivers, hotels, cab dispatchers at the airports, bus terminals and train terminals.

6. That all vehicles licensed as D. C. taxicabs have a seating capacity of not less than eight (8) passengers, including the driver.

7. That the D. C. taxi zone map now in use, must have every street printed on it.

8. That it be made mandatory that every D. C. cab driver be required to have detailed street maps of Washington, D. C...Prince George's County, Maryland...Montgomery County, Maryland...Arlington County, Virginia...Fairfax County, Virginia...Loudoun County, Virginia and Alexandria, Virginia.

This concludes my statement. I will be glad to answer any questions that the Chairman, other Councilmembers of this Committee and Councilmember H. R. Crawford may want to ask me.

Wednesday, September 26, 1984

D. C. Public Service Commission (PSC)
451 Indiana Avenue, N. W.
Washington, D. C. 20001

In Re: Formal Case No. 820, in the matter of the PSC's investigation of whether to increase the rates and charges for taxicab service in the District of Columbia.

Dear Commissioners:

I wish to make the following proposed rates and charges a part of my direct testimony.

1. Permit the use of time and zones so that the D. C. cab drivers can be adequately compensated, wherein, it shall be the total time fare of 30¢ per minute or the total taxi fare, whichever, shall be greater. The total time fare of 30¢ per minute shall not be used whenever shared riding is used.

2. All rides confined to any subzone of Zones 1, 2, 3, 4 or 5 shall be $1.75, plus 75¢ for each additional zone, plus $1.00 for each additional passenger in a group getting in at the same time and getting out at the same time.

3. Permit shared riding at the discretion of the cab driver at all times.

4. Permit all individual passengers sharing a cab and not of the same party to pay the full single passenger fare.

5. Permit all group passengers of the same party not getting out at the same destination, but, getting out as a single passenger at different destinations to pay the full single passenger fare.

6. Permit no cab passenger to ride free because of age.

7. Permit a $1.25 charge in response to a telephone call.

8. Permit a $1.25 charge for dismissal of a taxicab after it arrives in response to a telephone call.

9. Permit a $1.25 extra surcharge for rush hour service, 7 a.m. - 9:30 a.m. and 4 p.m. - 6:30 p.m., Monday thru Friday.

10. Permit a 25¢ charge for each suitcase, large bag of groceries or items of a similar size.

11. Permit an additional charge of not less than 50¢ per item in proposal No. 10, whenever a cab passenger makes a request that the cab driver carry from the curbside to the door of a building or home, or, carry from the door of a building or home to the curbside such items.

    The rate to be charged for such a service shall be that which is negotiated and thereby mutually agreeable between the cab driver and the cab passenger. It shall not be mandatory that the cab driver provide this service.

12. Permit a $5.00 charge for each trunk or similar size large items, such as, furniture, television sets, bicycles, etc. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 9" x 18" x 32", or, 3 cubic feet respectively.

13. Permit an additional charge of not less than $5.00 per item in proposal No. 12, whenever a cab passenger makes a request that the cab driver carry from the curbside to the door of a building or home, or, carry from the door of a building or home to curbside such items.

    The rate to be charged for such a service shall be that which is

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Direct testimony of Irving Schlaifer, President, Washington D. C. Taxicab Association, in PSC Formal Case No. 820.

13. (continued) negotiated and thereby mutually agreable between the cab driver and the cab passenger. It shall not be mandatory that the cab driver provide this service.

14. Permit an hourly rate of not less than $12.00 an hour. The hourly rate shall be that which is negotiated and thereby mutually agreeable between the cab driver and the cab passenger.

15. Permit a $1.00 charge for each empty seat for the purpose of providing "express service" in response to a cab passenger's request that no additional passenger or passengers shall be picked up while enroute to the first passenger's destination.

Whenever "express service" is requested by a cab passenger, the correct cab fare to be paid shall be the total time fare of 30¢ per minute or the total taxi fare, whichever is greater.

16. Permit the use of contract rates that will apply to the moving of a cab passenger's personal property, such as, clothing, suitcases, trunks, radio, television set, etc., from one address to another ——the delivery of packages, groceries, flowers——the conducting of a sightseeing tour, etc. The rate to be charged shall be that which is negotiated and thereby mutually agreeable. The cab driver and the cab passenger shall agree in advance as to what service shall be rendered and what rate shall be paid.

17. All owners of taxicab licenses must be required to maintain a 'new taxicab replacement fund' in a bank of their own choice. They must save not less than $30 per week for each taxicab license they own. At $30 per week, $1560 would be set aside each year toward the purchase of a new taxicab. The 'new taxicab replacement fund' would be a simple and easy way to eliminate undesirable surplus taxicabs. The 'new taxicab replacement fund' would make it easier to replace old, worn out taxicabs, within a reasonable amount of time.

✓ Q. In item '1' of your proposed rates and charges, you propose that we have time and zones, wherein, it will be the total time fare of 30¢ per minute or the total taxi fare, whichever, shall be greater, and, that the total time of 30¢ per minute shall not be used whenever shared riding is used. Can you explain your reasons for this proposal?

✓ A. Those that I represent and speak for, consider it to be long overdue that we have time and zones, similar to time and mileage for taximeters. There are many methods used to compute taxi fares. Zones or taximeters are used as methods of measuring distance travelled, to determine the taxi fare to be charged for a specific cab trip. The taximeters, as used today, charge for unavoidable detours and charge for unavoidable addition of time needed to complete a specific cab trip.

There is no provision in the D. C. taxi zone system, as it has been used for almost 50 years, to compensate the cab drivers for unavoidable detours and unavoidable addition of time needed to complete a specific cab trip. Cab drivers in D. C. have had to lose more and more money on cab trips that take more and more time to complete. D. C. cab drivers for the last several years are now finding it necessary to drive in time consuming bumper to bumper traffic all day long. Because of this, what use to be profitable trips are now unprofitable trips. What was a 5 minute cab trip, can now take 10, 15, 20, 25, 30 or more minutes to complete. D. C. cab drivers can no longer be expected to willingly accept detours and time consuming delays as a business risk. Time consuming trips must now become the full responsibility of the cab passengers.

The 65¢ rush hour surcharge (4-6:30 p.m., Monday thru Friday) can no longer be considered a suitable solution for this time problem. The great numbers of available cabs on the streets of D. C. today has virtually eliminated the daily use of shared riding. Shared riding was once in demand 24 hours a day during World War II. It continued this way until approximately 1955. All of this was due to gas rationing during World War II, scarcity of privately owned vehicles, a serious

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shortage of taxicabs and a serious shortage of mass transit vehicles. Today, this is no longer true. Shared riding is no longer in demand 24 hours a day. It is now in demand less than 20 minutes in a 24 hour day. The cab drivers' earnings from the 65¢ rush hour surcharge and shared riding is no longer enough to help make up for the money lost on time consuming trips.

What used to be a great volume of taxi business has been taken away by lower cost competing transportation services, be they Metro buses or Metro subways, etc., or, privately owned vehicles. The traffic control security protection needed at the White House and U. S. Capitol building has increased the amount of time needed to travel to or near them. Yet, no provision has ever been made to permit the cab drivers to charge for the time needed to complete such trips.

We are convinced that it would be to everyone's benefit that a better solution is needed to improve taxi service to the public and at the same time eliminate the many discouraging inequities that we cab drivers now have to put up with the taxi zone fare system being used today. The most important change needed in the D. C. taxi rates that we now use, is to have time and zones.

We are now making use of a taxi rate that is the norm for taximeters. The best example of that is the standard charge of 75¢ for each extra passenger. For years, we had a different rate per passenger determined by the number of zones travelled. Taximeters always had a fixed standard rate for each extra passenger. Our use of the extra passenger rate was copied from the well established taximeter rates. Therefore, we should do the same thing with the taximeter time and mileage rate and use a time and zone rate.

The figures below are used to compare a normal 15 minute, 10 mile trip, $1.70 for the first mile, 50¢ for each additional half-mile, taximeter trip, plus 20¢ for each additional minute, as compared to our recommended total time fare of 30¢ per minute. Please note that most taximeters in this general area are set at 10¢ for each 30 seconds, when not moving or traveling 8 miles an hour or less. The 8 sample trips are 10 miles each, but, each additional trip takes 10 minutes longer to complete.

Trip	Regular travel time in minutes	Extra travel time in minutes	Total travel time in minutes	Total cost for each trip	30¢ per minute total cost
1.	15		15	$10.70	$ 4.50
2.	15	+ 10	25	12.70	7.50
3.	15	+ 20	35	14.70	10.50
4.	15	+ 30	45	16.70	13.50
5.	15	+ 40	55	18.70	16.50
6.	15	+ 50	65	20.70	19.50
7.	15	+ 60	75	22.70	22.50
8.	15	+ 70	85	24.70	25.50

The total time fare of 30¢ per minute comes up to less money for each of the first 7 trips. On the 8th trip of one hour and 25 minutes, the taximeter time and mileage fare is 80¢ less. The above figures clearly show that for all practical purposes, the combination of time and mileage fares on taximeters will virtually always cost the cab passengers far more than the total time fare of 30¢ per minute.

All cab drivers must have a watch so that they can write down the time each trip started and the time each trip ended. This, therefore, makes it easy for the cab drivers to compute the time fare of 30¢ per minute. Virtually all cab passengers have their own watch, therefore, they can very easily determine for themselves whether the total taxi fare of 30¢ per minute would be more or less that the total of their regular taxi fare.

(continued on Page 4.)

Wednesday, September 26, 1984
Direct testimony of Irving Schlaifer, President, Washington D. C. Taxicab Association, in PSC Formal Case No. 820.

There is no question that the use of time fares is legal. You can go back to day one and it is quite obvious that there has always been a variety of time fares in conjunction with our taxi zone fares. Therefore, it is just as legal to use the proposed time fare of 30¢ per minute. We now use various time fares, such as, for the first hour or fraction thereof, $9.00; for each additional 15 minutes or fraction thereof, $2.25; waiting time for each 5 minutes or fraction thereof, except for stops enroute, 75¢. With these three time fares it is possible to get $9.00 for one minute, $2.25 for one minute and 75¢ for one minute. Stated another way, these 3 time fares break down to be as much as $9.00 for one minute, to as low as 15¢ per minute and everything in between.

The time fare of 75¢ for each 5 minutes or fraction thereof, the 65¢ charge for personal service and the 30¢ extra charge for picking up additional passengers, are added on to the total taxi fare. The practice of adding on these three different charges to the total taxi fare would not be necessary whenever the total time fare of 30¢ per minute is used.

It is not unusual to have a 7 passenger, non-rush hour, cab trip originate at the Washington Hilton Hotel at Columbia Road & 'T' St., N. W., in the 2nd zone and terminate at the Mayflower Hotel at Connecticut Avenue & DeSales St., N. W., in the 1st zone, taking only 4 minutes to complete, with the total taxi fare being $7.95. This means that the cab driver got paid almost $2.00 a minute, almost 7 times more than the 30¢ per minute time fare.

It is not unusual to have a 5 passenger trip originate at the Harrington Hotel at 11th & 'E' St., N. W., in the 1st zone and terminate at the Washington Hotel at 15th & Pennsylvannia Avenue, N. W., in the 1st zone, taking only 3 minutes to complete, with the total taxi fare being $4.70. This means that the cab driver got paid $1.57 per minute, over 3 times more than the 30¢ per minute time fare.

These two example trips do not occur often enough to offset the problem that we cab drivers have been experiencing for far too many years, the losing of far too much money on far too many of our other cab trips that now take more and more time to complete. Every cab trip must be a profitable trip. There must be no such thing as an unprofitable trip. The cab drivers give up enough when half of their working time they have an empty cab. Empty working cabs lose money for their cab drivers.

This means that far too many of them cannot pay their bills, do not have the money to repair their cabs and do not have the money with which they can afford to buy a new cab. What we are asking for in rate changes and rate increases are long overdue.

The overwhelming majority of cab drivers are boiling with anger at the way that the PSC has deliberately ignored the cab drivers desperate need for economically better working conditions. God only knows how hard we have tried over the years to get the PSC to do something about our problems. Must we see the cab drivers' anger boil over in violence? We certainly hope not!!! These cab drivers are sick and tired of being stripped of their dignity!!!

✓ Q. In item '2', could you explain your reasons that all subzones shall be $1.75, plus 75¢ for each additional zone, plus $1.00 for each additional passenger in a group getting in and out at the same time?

✓ A. Those that I speak for and represent, consider it long overdue that the 4 subzones of zone 1, have the same value as do the subzones in zones 2, 3, 4 and 5. There is no reason why the subzones of zone 1, should be $1.45 and not $1.70, as it is in all other subzones. The The 75¢ for each additional zone keeps all increases uniform. We must keep the rate increases uniform and easy to use for the cab drivers. The $1.00 charge for each additional passenger is long overdue. I want to add at this time that all of the other rate increases that we recommend to be adopted by the PSC are not excessive. Had we made all of our percentage rate increases, in the past, across the board, the rates today, would be much higher than what we are now proposing.

(continued on Page 5.)

Wednesday, September 26, 1984
Direct testimony of Irving Schlaifer, President, Washington D. C. Taxicab Association, in PSC Formal Case No. 820.

Q. The 30¢ per minute time fare is actually the same as getting $18.00 an hour. Can you explain why you select $18.00 an hour?

A. On many taxi trips the total taxi fare will prove that the D. C. cab drivers get more than 30¢ per minute, therefore, more than $18.00 an hour. This is a reasonable hourly rate.

On Page 4 of this statement, an example taxi trip, lines 17 thru 23, cost $7.95 and took only 4 minutes to complete. The hourly time fare of this particular taxi trip becomes $119.25.

Again, on Page 4 of this statement, another example taxi trip, lines 24 thru 29, cost $4.70 and took only 3 minutes to complete. The hourly time fare of this particular taxi trip becomes $94.00.

Limousines, which are nothing more than glorified taxicabs, get far more than $18.00 an hour. Limousines are usually contracted out for a minimum of 3 hours at $30.00 an hour, up to as high as $75.00 an hour for a Rolls Royce limousine. The time begins when the vehicle leaves the garage and returns to the garage. You may only need the limousine for one hour of actual use, but, you must pay the 3 hour minimum. Using the $30.00 an hour rate, your one hour will cost you $90.00. The 30¢ per minute time fare, or, $18.00 an hour, is a bargain when compared to the limousine hourly rates.

Half of the D. C. cab drivers working time is dead time. Dead time means that they are out there working, but, have no paying cab passengers. The $18.00 an hour that we are talking about, is a gross rate, not a net take home pay. The gross earnings of the D. C. cab drivers can be divided two ways, half of it expenses and half of it net take home pay. Therefore, the $18.00 hour would have a net take home pay of $9.00, but, this must take care of 2 hours working time. This means that the actual net take home pay becomes only $4.50 an hour. This is an actual disgrace, when in D. C., by law, the minimum pay for a dishwasher is $3.80 an hour. And yet, the D. C. cab drivers have far more responsibilities to meet than does the $3.80 an hour dishwasher.

Most cab trips average less than 15 minutes to complete. With the 30¢ per minute time fare, we are only talking about a possible $4.50 time fare charge. We must also remember that on the majority of such cab trips, the total taxi fare will be greater than the total time fare. What we are recommending is a minimum for a time fare. The use of taxicabs hired by the hour probably amounts to only 1/1,00 th of 1% of the total of all of our cab trips each day. The use of hourly rates is a very small part of our yearly business. On Page 2, of this statement, lines 4 thru 6, we recommend a minimum of $12.00 an hour.

This concludes our direct testimony.

CERTIFICATE OF SERVICE

I certify that a copy of the foregoing direct testimony has been mailed, postage prepaid, this 26th day of September, 1984 to the following:

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Irving Schlaifer

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Friday, June 8, 1984

D. C. Public Service Commission (PSC)
451 Indiana Avenue, N. W., Suite 220
Washington, D. C. 20001

Dear Commissioners:

I wish to be a party to the proceeding that will investigate whether or not the taxicab rates in the District of Columbia (DC) should be increased.

Due to other arrangements that I have made, I will not be able to attend the prehearing conference set for June 14, 1984, in Room 200, 451 Indiana Avenue, N. W., Washington, D. C., commencing at 11:00 a.m.

Those that I represent and speak for, consider it to be long overdue that we have time and zones, similer to time and mileage for taximeters. There are many methods used to compute taxi fares. Zones or taximeters are used as methods of measuring distance travelled to determine the taxi fare to be charged for a specific cab trip. The taximeters, as used today, charge for unavoidable detours and charge for unavoidable addition of time needed to complete a specific cab trip.

There is no provision in the D. C. taxi zone system, as it has been used for almost 50 years, to compensate the cab driver for unavoidable detours and unavoidable addition of time needed to complete a specific cab trip. Cab drivers in D. C. have had to lose more and more money on cab trips that take more and more time to complete. D. C. cab drivers for the last several years are now finding it necessary to drive in time consuming bumper to bumper traffic all day long. Because of this, what use to be profitable trips are now unprofitable trips. What use to be a 5 minute trip, can now take 10, 15, 20, 25, 30 or more minutes to complete. D. C. cab drivers can no longer be expected to willingly accept detours and time consuming delays as a business risk. Time consuming trips must now become the responsibility of the cab passengers.

The 65¢ rush hour surcharge (4-6:30 p.m.) can no longer be considered a suitable solution for this time problem. The great numbers of available cabs on the streets of D. C. today has virtually eliminated the daily use of shared riding. Shared riding was once in demand 24 hours a day during World War II and it continued this way until approximately 1955. All of this was due to gas rationing during World War II, scarcity of privately owned vehicles, a serious shortage of taxicabs and a serious shortage of mass transit vehicles. Today, this is no longer true. Shared riding is no longer in demand 24 hours a day. It is now in demand less than 20 minutes in a 24 hour day. The cab drivers' earnings from the 65¢ rush hour surcharge and shared riding is no longer enough to help make up for the money lost on time consuming trips.

What used to be a great volume of taxi business has been taken away by lower cost competing transportation services, be they Metro buses or Metro subways, etc., or, privately owned vehicles. The traffic control security protection needed at the White House and U. S. Capitol building has increased the amount of time needed to travel to or near them. Yet, no provision has ever been made to permit the cab drivers to charge for the time needed to complete such trips.

We are convinced that it would be to everyone's benefit that a better solution is needed to improve taxi service to the public and at the same time eliminate the many discouraging inequities that we cab drivers now have to put up with the D. C. taxi fare system being used today. We therefore propose that the most important change needed in the D. C. taxi rates we now use, is that we have time and zones. We therefore propose that we have a time fare of 30¢ per minute or the total taxi fare, whichever shall be greater. The time fare of 30¢ per minute shall not be used whenever shared riding is used.

Every cab driver must have a watch to write down the time when the trip started and the time when the trip ended. Virtually all cab passengers have their own watch, therefore, they can easily determine whether the 30¢ per minute would be more or less then the total of their regular taxi fare.

At this time we do not propose any changes in the taxi zone map or changes in any of the rates now in use. What we urgently need today is time and zones. After time and zones have been in official use for a while, it can then be determined if other changes are necessary and needed.

Sincerely yours,
Irving Schlaifer

Irving Schlaifer, President
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Phone: 202-723-2588

Statement
of
Irving Schlaifer, President
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Thursday, September 29, 1983

Before

Councilmember Betty Ann Kane (At Large)
Chairperson: Public Services and Cable Television

I want to thank the Chairperson and members of this Committee for the opportunity of being here today.

Those that I speak for support the Bill 5-224 to repeal the Public Service Commission (PSC) authority over taxicab fares, charges, practices, operations and services, and for other purposes. We support taking the PSC out of the taxicab business and placing the taxicab industry under the jurisdiction of the D. C. Department of Transportation (DOT). We would like to point out that taxicabs are not a utility.

The D. C. taxicab industry has been very badly regulated by the PSC for the last 50 years. The red tape and expense involved to correct what is wrong with the rates, rules and regulations before the PSC has kept the D. C. taxicab industry in a straight-jacket for years. It has created a sterile taxicab industry that has made those in it virtually give up on ever getting anything worthwhile accomplished before the PSC.

It took years of repeated effort by various members of the D. C. taxicab industry to get the PSC to finally approve of the use of station wagons as taxicabs approximately two years ago. The PSC had shut its eyes to the fact that the nearby Maryland and Virginia jurisdictions had approved of the use of station wagons to be used as taxicabs years ago.

On August 10, 1979, the PSC sent out a public notice that a prehearing conference would be held on Formal Case No. 719, in the matter of investigation to determine whether the existing taxicab zone map in the District of Columbia is fair, just and non-discriminatory. This case has now gone into its fifth year. There is no justification for this case to take so long to be completed. The reason for this seems to be that the PSC is far too busy with the electric, gas and telephone companies hearings. It is because of this, the PSC has no time to deal promptly with the problems of the D. C. taxicab industry. We are certain that this will not happen if we are placed under the jurisdiction of the DOT.

On Page 2, of this Bill, Sec. 3, item 4, states that a 'Taxi' or 'Taxicab' means a passenger vehicle for hire designed to carry 8 passengers or less, excluding the driver, and which is licensed pursuant to D. C. Code, sec. 47-2829(d) to engage in the common carriage of the public.

This should be changed to read, 'a passenger vehicle for hire designed to carry six or more passengers including the driver, that all passengers shall be seated facing forward and that no passengers shall be seated facing sideways or facing the rear of the vehicle.

Taxicab operators should be permitted to use sedans, limousines, station wagons, 15 passenger vans, step vans or buses as taxicabs. It should be up to the taxicab operators to determine for themselves what size vehicles can be the most profitable for them to operate. There is nothing that limits the size or number of passengers that buses, etc., can carry except the condition of the roads that they travel on. The arbitrary restriction as to the number of passengers that taxicabs are allowed to carry, be it 8 or less in D. C. and 5 or less in other jurisdictions was done at the behest of the bus, streetcar and subway operators, because they did not want us as competitiors. Competition is the name of the game. The D. C. taxicab industry should have every opportunity to compete for passengers. Let the passengers be the final judge as to what vehicles they wish to use.

In Formal Case No. 719, the D. C. taxicab industry was asked their opinion as to the use of jitneys and whether taxicabs could be used as jitneys. The D. C. taxicab industry can operate jitneys providing that the Washington Metropolitan Area Transit Commission (WMATC) is abolished or completely deregulated. The red tape and expense that the WMATC can now impose upon the passenger for hire industry, serves only to discourage taxicab operators from getting into the jitney business.

(continued on Page 2.)

Taxicab operators need to use their vehicles as multi-purpose vehicles in order to survive in a very highly competitive industry. This Bill 5-224 should have in it the necessary provisions to allow the taxicab operators the right to use mutually agreed upon prices for package delivery, sightseeing trips by a licensed tour guide cab driver, moving of items, etc. The D. C. officials have thus far seen no need for separate vehicles to provide these additional services. Taxi rates and jitney rates would be quite different, even though the same vehicle would be used to provide both services.

On Page 3, of this Bill 5-224, Sec. 4, Item C, states that all fares and charges for taxi service within the District of Columbia, including any change in the configuration of zone boundaries of the taxi system, shall be established by the Director after notice and formal hearing.

The words, 'configuration of zone boundaries', must be changed to read 'mileage rate zone system' (MRZS). We have seen what has happened to the words now in use calling for 'a system of uniform zones'. We are concerned that 'configuration of zone boundaries' will mean dividing D. C. into a hodgepodge of zones, wherein zone boundary lines are arbitrarily selected, creating zone areas of unequal size which permit the taxicab operators to make an exorbitant profit on one trip, only to have it wiped out on the next trip. 'Configuration of zone boundaries', means that the taxi zone map will be what it is today and has been all of these last 48 years, a monstrosity and jigsaw puzzle. 'Configuration of zone boundaries', means a zone system will continue to frustrate the taxicab operators and their passengers. 'Configuration of zone boundaries', means a zone system that makes no sense to the taxicab operatorsthat are forced to use it and which makes even less sense to the cab passengers that must pay for it.

The taxi zone system now in use is obsolete and should be scrapped as soon as possible. This Bill should not perpetuate the mistakes of the past. We must correct the mistakes of the past and have a taxi zone system that is first of all, created to make it easy for the cab passengers to understand and use. That zone system is the MRZS. The MRZS is a floating zone system, having zone areas of equal size. The MRZS is based upon a well established zone system used for computing rates. It is used to compute parcel post rates, telephone rates, trucking rates, airline rates, etc. The MRZS uses straight line, point-to-point mileage measurements. Our exhibits No. 2, 3 and 9 explains why the MRZS should replace the taxi zone system now in use.

Our Exhibit No. 2, contains in part the $15,500 study prepared April 1974 by Charles E. Olson, Ph. D. and Philip G. Kuehl, Ph. D., for the PSC. This study, on Page 62, 2nd paragraph, recommends that if the taxi zone system now in use should be changed, then the MRZS should be put in its place.

This Bill 5-224 should see to it that taxicabs are deregulated. The Federal government has deregulated buses, trucks, etc. Taxicabs have been deregulated in San Diego, California and in Seattle, Washington. San Diego has a population of 875,538. Seattle, Washington has a population of approximately 500,000. See our Exhibits No. 1 and 5.

All that is needed is to use a minimum taxi rate with the MRZS, such as, $1.20 for the first mile, 60¢ for each additional half-mile, 75¢ for each additional passenger, etc. A minimum rate is necessary in order to prevent a cut-throat, cut-rate price war. The minimum rate is needed in order to provide the necessary income for the taxicab operator to repair and replace his vehicle, and, to have a decent take home pay for each day's work. The cab riding public will benefit by having prompt, safe and insured service.

There are those in the D. C. taxicab industry who will tell you that taximeters will solve all of our problems. They want taximeters made mandatory. Taximeters will create more problems then it will solve. Taximeters will wreck the D. C. taxicab industry. Wherever taximeters are in use, fewer cabs are needed to serve the cab riding public. Baltimore, Maryland has only 1,072 taxicabs for a population of 787,000. Washington, D. C. has 8,500 taxicabs for a population of approximately 638,000. Using Baltimore, Maryland as an example, Washington, D. C. would only need 886 taxicabs. This would mean that 7,428 D. C. taxicabs would be put out of business and thousands of people would be put out of work. Many of those that could lose their jobs if such a change took place, would have to go on the D. C. welfare rolls. Those that want taximeters, would have our elected officials put thousands of people, directly and indirectly working in the D. C. taxicab industry, out of work and on the unemployment rolls. See our Exhibits No's. 7, 8 and 9.

Taximeters are a fraudulent device. It is the legal right to steal. The flat-rate zone system represents consumer protection at its best.

This concludes our statement. We want our Exhibits to be made a part of this record. We our certain that these Exhibits will help this Committee and its staff to agree with what we have said in this statement.

D. C. Public Service Commission (PSC)
451 Indiana Avenue, N. W., Suite 220
Washington, D. C. 20001

In Re: Formal Case No. 719 in the matter of investigation to determine whether the existing zone map is the District of Columbia is fair, just and non-discriminatory.

Final written arguments for the adoption of the Mileage Rate Zone System.
Final written arguments opposed to the mandatory use of taximeters.
Final written arguments favoring the deregulation of taxicabs.

Dear Commissioners:

I want to urge all of the parties in this case to restudy everything that I have submitted in support of my proposed Mileage Rate Zone System (MRZS) and other proposals related to it.

Now that we are nearing the end of Formal Case No. 719, I am certain that an objective study of my direct testimony submitted Friday, July 23, 1982, my 28 exhibits submitted Wednesday, August 4, 1982 and my comments submitted Friday, September 10, 1982, as it relates to the direct testimony of Aldane L. Greaves of the PSC staff, will make it easier for all of the parties in this case to agree that important changes are needed in order to create a flat-rate taxi zone system that is fair, just and non-discriminatory.

Practically everyone that took part in these hearings agree that the flat-rate zone system now in use is unfair, unjust and discriminatory. Several proposed zone maps were submitted to correct this problem. Several taxi studies have been made which recommended changes to correct this problem. The proposed MRZS is the only zone system that three taxi studies have recommended. One taxi study recommended that a straight line mileage measurement be used with the taxi zone system now in use. This is a very impractical way to use it. The straight line mileage measurement is a take off from the MRZS.

At this point I wish to repeat some of what I have already stated or submitted in this hearing. The following is from my direct testimony of July 23, 1982, Pages 4 and 5.

> Q. Have there ever been any studies made in the past that would support your proposed MRZS?
>
> A. Yes. A bill H.R. 8250 was passed by the House on June 11, 1973, passed by the Senate on August 2, 1973 and on October 29, 1973, it was signed into law by President Nixon. It was then identified as Section 27 of Public Law 93-140 which directed the PSC to conduct a study on the adequacy of taxicab service, the adequacy of regulation and the feasibility of taximeters.
>
> The PSC authorized a $15,500 study to be made by Charles L. Olson, Ph. D., Associate Professor of Public Utilities and Transportation and by Philip G. Kuehle, Ph. D., Assistant Professor of Marketing, College of Business and Management. They are on the staff at the University of Maryland, College Park, Maryland 20742.
>
> This detailed study was completed April 1974. This study definitely recommends against the use of taximeters. This study definitely recommends against the limitation of taxicabs. Most cab drivers and cab companies agree with these two recommendations.
>
> This study clearly recommends the use of the MRZS, which is also well known as Circular Zone System, as an acceptable alternative to the taxi zone system now in use. On Page 53 of this study it states as follows:
>
>> "If the Commission feels that the present fixed zone system should be changed, then the circular zone system should be put in its place. While there would be some costs involved in the learning of this system it is easier to understand than the present system and would not involve the expense of meters. Further, in that D. C. residents associate meters with high taxi fares, it would hardly seem appropriate for the Commission to implement a system that the people do now want."

In August 1975, a D. C. Taxicab Study prepared by Dr. Anthony M. Yezer, Assistant Professor of Economics, The George Washington University of Washington, D. C., had this to say on Page 35 of this study, to be considered in the taxicab rate case, Formal Case No. 577, before the PSC....

(continued on Page 2.)

Recommended Changes in Taxicab Regulation:

1. The present zone system should be replaced by a system based on time and distance charges as the basic fare determinates. It is possible to impliment time and distant charges in a number of ways. Meters are most common, but a combination of odometer readings and clock time, or, point-to-point distance read from a map and clock time could also be used.

(The recommended point-to-point distance read from a map, is in reality the MRZS.)

The Jack Martin & Co., on June 30, 1982, completed their 'District of Columbia Rate-Determination System Study' Formal Agreement No. DT-8106, Final Report. In their Conclusion and Recommendations in Chapter IV, Page 2 of their final report, it states as follows:

> In the opinion of Jack Martin & Co., the Taxicab Zone Map fare-charge structure as presented on the back of the map, supports cross-subsidization of riders and unequal rates of return for drivers in relation to distance travelled per trip and fare charged per trip. Consequently we recommend that the fare charge structure be redesigned to reduce the magnitude of these problems. Jack Martin & Co., has developed a possible alternative fare charge structure which equates zone fare charges to distance travelled as measured in straight line miles by the following formula:
>
> The first straight line mile would incur a flat charge of one zone. For each .9 of a mile thereafter the zone charge would increase by one zone fare level.

Q. Did you ever get Congressional support for the MRZS?

A. Yes. Congressman Howard Baker, sent me a carbon copy of a letter he wrote June 4, 1963 to Mr. James A. Washington, Jr., Chairman of the PUC, supporting the Uniform Circular Zone System, now called the MRZS. Congressman Howard Baker is now a Senator. He is now the Senate Majority Leader.

The late Congressman William M. Ketchum, introduced a bill, H.R. 11794, December 5, 1973 in the 93rd Congress to direct the PSC to establish a Mileage Rate Zone System.

Q. Has the PSC ever attempted to seriously consider using the MRZS?

A. Yes. In 1963 when James A. Washington was Chairman of the PSC, the Metropolitan Planning Associates of Washington, D. C., was asked to prepare a document outlining how it would prepare a MRZS map. (see exhibit #19)

In 1963, the PSC asked the Air Survey Corporation of Reston, Virginia, to submit an estimate for the printing of 10,000 MRZS maps and taxi fare rulers or computers. (see exhibit #20)

A memorandum dated, May 5, 1967, from William H. Clark, Jr., Assistant Chief Engineer, PSC to George A. Avery, Chairman, PSC, recommended the use of the MRZS. (In this memorandum he states that the MRZS is not in any way a meter system.) (see exhibit #22)

At this point I wish to include that part of the direct testimony of Professor Michael C. Ahn for the Office of The People's Counsel, dealing with the MRZS, dated, August 27, 1982.

The direct testimony on Page 14, lines 7 thru 16 had this to say as follows:

> One system, which may be worthy of consideration, is called the 'Mileage Rate Zone System (MRZS), or previously called the 'uniform circular zone system'. MRZS was orinally proposed by Mr. Irving Schlaifer, a D. C. taxicab driver. The system is based on straight line distance between the point of trip origin and trip destination. The MRZS system is more distance sensitive than the fixed zone system and therefore helps minimize cross-subsidization. More important the system encourages the driver to take the most efficient and lowest cost route, from origin to destination.

(continued on Page 3.)

One must ask, "How many more taxi studies must we have endorsing the use of the MRZS before it will be actually adopted?"

We have seen deregulation taking place in the bus, trucking and airline industry. Federal Communications Chairman Mark S. Fowler urges total broadcast deregulation. (See news item in The Washington Post, October 25, 1982, Washington Business section, Page 3.) and (See news item in The Washington Times, Friday, January 14, 1983, Page 3-C.) The best solution to the problems of the D. C. taxicab industry is to completely deregulate it. Let the cab riding public determine which cab they prefer to ride in, be it the meter taxicab, the odometer taxicab or the MRZS taxicab.

We are a nation of shoppers. We like to shop for the best price, be it a service or a product. It is second nature to shop. One need only to look at the advertisements placed in our daily newspapers, magazines, etc., to help us shop for the best price. Radio and television advertising help us shop. Cab passengers will have no problem shopping for the cab that will give them the best service at the lowest price. Let the cab riding public be the final judge as to whether they will choose to ride in a meter cab, odometer cab or a zone cab.

It is unfortunate that those of us that have proposed changes, must be put in the undesirable position of trying to convince others that our proposal should be adopted because in our opinion it makes more sense then the other proposals. For example, those that want taximeters, want taximeters to be made mandatory. In virtually every city or county where taximeters are in use, it is mandatory. In such cities or counties the cab operators and the cab riding public are not given any choice as to what method shall be used to compute taxi fares. The cab operators are not given the option of using a taximeter, odometer or flat-rate zone system.

The taximeter advocates would have us believe that the taximeter is some sort of cure-all. That it will solve all of the problems that we are now having. The taximeter is no cure-all. It will create more problems than it will solve. The taximeter was never meant to protect the cab passenger. It was meant to line the pockets of the cab operators. It is a very clever device to rip-off the cab passengers. The taximeter is the legal right to steal. It is a fraudulent device. The gimmick of the taximeter is to make carelessness profitable, be it intentional or not. The taximeter is a one-armed bandit, once the cab driver pulls the lever the house always wins. With it, identical trips do not always have identical rates. With it, you cannot be told in advance what the exact fare will be. With it, it is always a guessing game as to what the final fare will be.

Those that want taximeters, argue that with it, you get paid for time and mileage. The taximeter operator knows only too well that by having time and mileage work together within the taximeter, it is practically impossible for the cab passengers to ever understand why the taxi fare for the same trip is almost always different. This puts the cab passengers at the mercy of the cab drivers.

The law requires that the cab drivers go the most direct route to a given destination. Very often the most direct route can be the most time consuming and therefore becomes the most expensive way to get there. Going another route might be longer but will take less time, therefore, be less expensive. The dishonest cab drivers can always get out of being accused of overcharging their cab passengers because they can always say that they followed the rule of taking the most direct route. What protection does this rule give the cab passengers? It gives the cab passengers no protection whatsoever.

The taximeter is a mechanical measuring device that automatically tabulates the over-the-road mileage distance travelled and the amount of time used up on any trip that is taken by cab passengers. It is connected to the transmission of the automobile in order to record the mileage travelled. The cab drivers must turn on the taximeter at the start of the trip and must turn it off at the end of the trip. Failure to turn on the taximeter at the start of the trip could mean that the cab passenger could get a free trip. Turning it on several blocks later after starting the trip or turning it off before the trip is ended means that the cab passenger would pay less for the trip. It is not unusual for some cab drivers to turn on the taximeter at the start of the trip and turn it off before the trip is completed and then ask for a greater amount then what is shown on the taximeter. It is not unusual for some cab drivers to tamper with the taximeter and have it set to run 10, 20, 30 or more percent faster, so as to overcharge their cab passengers. Having a time and mileage taximeter make it very easy for cab drivers to have a legal alibi as to why the cab trip cost more. There are all kinds of ways to overcharge cab passengers when using taximeters. The taximeter being a mechanical device, can at anytime and without any warning, suddenly breakdown.

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In merchandising a service or product the consumers want the price to be accurately determined in advance. The consumers do not like guessing games. That is why they prefer the flat-rate taxi fare zone system. With it, you can always be told in advance the exact price of the taxi trip. With it, identical trips will always have identical rates. The flat-rate zone system is far superior to any taximeter system. It is trouble free. With it, you can take 10,000 different ways to get from the same starting point to the same finishing point and the taxi fare will always be the same. Do the same thing with taximeters and you would have 10,000 different taxi fares. The flat-rate zone system represents consumer protection at its best. Their is absolutely no consumer protection with taximeters. Using taximeters is the same thing as saying that the consumer should be overcharged as often as possible. There is a place for the taximeters, and, that is at the bottom of the nearest lake, river or ocean.

The Fraternal Order of Taxidrivers & Owners (FOTO) submitted a written statement dated, July 14, 1982 at the Wednesday, November 3, 1982 hearing. It was signed by Melvin L. Ailer, President of FOTO and Joseph F. Nickens, Vice President of FOTO. In it, they state in the last three lines of paragraph four, the following:

> It would be unreasonable to expect zone map designers and sellers of maps to support meter proposals. It is obvious that they have a vested interest.

In this same paragraph they also claim that a taximeter can be purchased for as little as $300. It is important to note that others have said that taximeters can cost as much as $1,000 or more. Add to this, the cost of installing taximeters in taxicabs, repairing and maintaining them and having them inspected two or more times a year, etc., the total cost will run into millions of dollars each year. Add to this the cost of replacing old taximeters with new taximeters.

The manufacturers and sellers of taximeters have a vested interest in their product. They certainly expect to make millions of dollars profit selling and servicing taximeters. It seems rather strange that FOTO gladly overlooks the vested interest of the manufacturers and sellers of taximeters, but, finds it very objectionable that the zone map designers and sellers of maps dare to make a profit from their efforts.

The FOTO never showed us a picture of this $300 taximeter. They never brought in the actual taximeter so that we could see what it looked like and see how it actually operated. We do not know how many other taximeter manufacturers there are in this country or in other countries. We do not know how many different types of taximeters that are being manufactured. We do not know how many different prices that they are being sold for. We have heard of one that cost as much as $1,000. It is rather suspicious that all of the other taximeter manufacturers prefer to remain anonymous and out of sight, when the possibility of selling their product to the D. C. taxicab industry would prove to be extremely profitable. It would seem only natural that each of the taximeter manufacturers would be fighting like hell for their share of the D. C. market. Where are they? Who are they paying their commissions to for selling their product? Who is on their payroll? Who are their paid lobbyist?

The taximeter manufacturers know that there is a Congressional law forbidding the use of taximeters in D. C. taxicabs. All of the D. C. cab drivers know about taximeters. Every D. C. cab passenger know about taximeters. The overwhelming majority of D. C. cab drivers and D. C. cab passengers still prefer the flat-rate zone system.

In this same statement of July 14, 1982 FOTO wants limitation of taxicab I.D. cards, mandatory installation of taximeters, etc.

Making taximeters mandatory in D. C. taxicabs would wreck the D. C. taxicab industry. We are opposed to any proposal that would wreck the D. C. taxicab industry as it now exists. Those that want mandatory taximeters must face this reality. They will very likely become the victim of their own recommendations for mandatory taximeters and be put out of business and out of work.

Fred Denby, Executive Director of the Professional Cab Drivers Association, stated that he concluded that there would be a need for only 2,000 taxicabs if we had taximeters. He came to this conclusion after comparing the number of metered taxicabs needed in other cities comparable to D. C.

We are opposed to any suggestion that would take the 7,712 or more taxicabs that we now have in D. C. and reduce that number to approximately 2,000 or less taxicabs just because a certain few want taximeters. We see no reason to put 5,712 or more taxicabs out of business, their cab drivers out of work, the companies and their employees providing needed services out of business and out of work.

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We already have too many other companies going out of business and their employees being put out of work. Even the U. S. government is laying off a great number of its employees. There is nothing preventing those cab drivers that want taximeters so much from driving metered taxicabs in the nearby jurisdictions of Maryland and Virginia. There is nothing stopping them from driving metered taxicabs in those jurisdictions this very day. They want every experienced cab driver that they can get.

It is quite curious that the PSC staff would want taximeters when it is quite obvious that it will wreck the D. C. taxicab industry. On one hand the staff recommends increasing the rates for the taxi zone system now in use. On the other hand they say they would want taximeters if Congress would give them that choice. Looking at it another way, they are saying that the cab drivers should be paid for time and distance. Does this PSC staff want us to be held hostage and blackmailed into supporting the mandatory use of taximeters in order to get paid for time and distance? Does this PSC staff want us to be forced to use what they know to be a rotten and obsolete taxi zone map for as long as it will take to make us give up and accept taximeters? The record of other PSC staffs in the past would indicate yes.

The PSC staff has consistently ignored the recommendations made in the various taxicab studies recommending the use of the MRZS. The PSC staff need only to carefully read over and over again Page 1 and 2 of this memorandum to remind themselves what these taxicab studies recommend. The PSC staff is not blind. Why are they shutting their eyes to the recommendations made in these studies?

In this memorandum on Page 1, lines 48 thru 51 and on Page 2, lines 1 thru 7, Dr. Anthony M. Yezer in his August 1975 taxicab study recommends that the present zone system should be replaced by a system based on time and distance charges as the basic fare determinates. He goes on to say that it is possible to impliment time and distant charges in a number of ways. Meters are most common, but a combination of odometer readings and clock time, or, point-to-point distance read from a map and clock time could also be used.

The point-to-point distance read from a map is in reality the MRZS. Since the PSC staff believes that we should get paid for time and distance then there is no reaso for them to recommend taximeters. The PSC staff knows that there is a Congressional law prohibiting the use of taximeters. The PSC staff should make good use of the recommendations made by Dr. Anthony M. Yezer, Charles E. Olson, Ph. D., Philip G. Kuehle, Ph. D. and Professor Michael C. Ahn. The PSC staff can recommend the use o the MRZS because it is the only zone system that uses one mile and half-mile zones which makes the distance travelled thru one or more zones relate very closely to th actual over-the-road mileage travelled. Since every cab driver must write down the time the trip starts and finishes, it will be very easy to impliment a time fare.

The time fare could be accomplished in this way, it would be the total taxi fare or the total time fare of 30¢ per minute, whichever would be greater. The time fare would only be used whenever the cab passengers request express service. The D. C. cab driver cannot use a time fare whenever shared riding is used. A per minute time fare will be very easy to use because every cab driver has a watch and virtually every cab passenger has a watch. This method of computing the time fare makes it very for the cab driver and the cab passenger to use it accurately. This is exactly the same way the time fare is now being computed by the cab driver. Why have taximeters when the MRZS will go a long way towards making them obsolete?

Washington, D. C. has a population of approximately 650,000 people. It has 7,712 taxicabs or one cab for every 84 persons. If other cities used a flat-rate zone system as we do in D. C. and had one cab for every 84 persons, New York City would have 84,179 taxicabs instead of 11,787 taxicabs; Baltimore would have 9,369 taxicabs instead of 1,072 taxicabs; Montgomery County, Maryland would have 7,143 taxicabs instead of 344 taxicabs; Arlington County, Virginia would have 1,905 taxicabs instead of 445 taxicabs and Prince Georges County, Maryland would have 7,143 taxicabs instead of 410 taxicabs. These other cities and counties should permit free entry into the taxicab business, create thousands of new jobs and let the law of supply and demand determine the number of taxicabs needed to serve the public.

I would like to go back to the time fare problem. We are now permitted to charge 75¢ waiting time for each 5 minutes or fraction thereof. This can mean 75¢ for one minute, 75¢ for 2 minutes or 37½¢ each minute, 75¢ for 3 minutes or 25¢ each minute, 75¢ for 4 minutes or 18 3/4¢ each minute and 75¢ for 5 minutes or 15¢ each miute.

We also have a time fare of $9.00 for the first hour or fraction thereof; for each additional 15 minutes or fraction thereof - $2.25. If a cab passenger were to hire a cab by the hour and use it only 1 minute it would be $9.00 for 1 minute, use it for 2 minutes it would be $4.50 for each minute, use it for 3 minutes it would be $3.00 for each minute, etc. If a cab passenger used the cab for 1 hour and 1 minu

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the time fare would be $9.00 for the 1 hour plus $2.25 for the 1 minute, or, a total of $11.25 for 61 minutes. The time fare can be as high as $9.00 for 1 minute or as low as 15¢ for 1 minute and everything in between. In Arlington County, Virginia the time fare in the taximeter is set at 10¢ for each 30 seconds. This actually makes it 20¢ per minute plus the distance travelled. The total taxi fare or the total time fare of 30¢ per minute whichever is greater relates very closely to the fare that would be charged by a taximeter. On many trips the total taxi fare would be less than what it would be on the taximeter. It is easy to see that the authorized time fare as used in D. C. is thoroughly messed up. It should be corrected as I have suggested.

FOTO claims that taximeters can be bought for as little as $300. This would amount to a total cost of $2,313,600 for the 7,712 taxicabs in D. C. If the $1,000 taximeter is used, then it would amount to a total cost of $7,712, 000 for the 7,712 taxicabs in D. C. To these amounts we must also add the cost of installation, maintenance, repairs, replacement and the two or more yearly inspections. These added costs will mean millions of more dollars in expenses just to use taximeters. What about the millions of dollars in lost cab customers, the cost of being put out of business and the cost in the loss of jobs?

The taximeter manufacturers say that once you buy their product, it is no longer theirs, it is yours. Their attitude is quite simple, they win, you lose. You have no guarantees that if you get put out of business, they will give you back the full cost of the taximeter you can no longer use, plus the cost of installation, repairs, etc., and compensation for other financial losses.

There have been complaints that Maryland and Virginia taxicabs pickup passengers in D. C. for a D. C. destination. Most D. C. cab passengers will not get in a metered taxicab for a D. C. trip. If taximeters were made mandatory for D. C. cabs, these same passengers will no longer care if they ride in a Maryland or Virginia taxicab on a trip within D. C. because metered rates will be approximately the same. In plain language having taximeters in D. C. cabs will encourage an even greater number of Maryland and Virginia taxicabs to look for business in D. C. whenever business is slow in their own jurisdiction. This will create what can be called open warfare between the D. C. cabs and the outside cabs.

All passenger transportation services operate on the principle that for a contract price you get a contract trip. The question of detours and delays is considered a business risk. All passenger transportation services have shared riding. The cardinal rule that they use is to carry as many passengers as possible, loading and unloading passengers all along the trip as often as possible. The flat-rate zone system taxicab operation in D. C. does the same thing. It is the metered taxicab that refuses to operate in this same manner. Their passengers cannot learn the exact price of their trip until it is completed. Shared riding in a metered taxicabs for all practical purposes does not exist. It is impractical. In fact it is discouraged. It is the philosophy of the metered taxicabs to serve only the favored few. Public transportation of all kinds, except for the metered taxicabs, has the philosophy of serving as many passengers possible each day.

In Washington, D. C., we have an unusual street system. The city street system is divided into 4 sections, N.E., N.W., S.E. and S.W. The same name street corner can be located in 4 sections of this city, such as, 6th and 'G' St., etc. It is very confusing to those who live in this city. It is even more confusing to those who come here from other cities and other countries. We have many of the same name streets located in two or more sections of the city, such as, Brandywine St., N. W. and Brandywine St., S. E. and S. W. These identical name streets are more than 9 miles apart. The same is true with the number streets, such as, 50th St., N. W. and 50th St., N. E. and S. E. These identical number streets are more 10 miles apart. When the cab drivers do not make certain as to the correct location of an address, it is very easy to make mistakes.

We also have a similar problem with hotel and building names. There are many Holiday Inn Hotels, Sheraton Hotels, Marriott Hotels, etc., in this city. When the cab drivers do not make certain as to the correct location or address of the same name hotel, it is very easy to make mistakes. The flat-rate zone system protects the cab passengers when such mistakes are made. There is no such protection with the metered taxicab. The price of the taxi ride in a metered taxicab can go completely out-of-sight while the cab driver is lost driving around looking for correct address of a same name hotel and the taximeter is still running. The law says that the taximeter must always be turned on when the taxicab is occupied by a paying passenger.

We must overlook the fact that there is a great turnover in cab drivers. We have new cab drivers starting to work for the first time everyday. It will take a great deal of time, weeks, months and years, for these new cab drivers to learn the

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correct location of the many different streets, different hotels, buildings, stores, hospitals, etc. They will not always know the shortest and quickest way to get to each location. In a metered taxicab the poor passengers will pay thru the nose because the new cab driver does not know exactly where he is going. The new cab driver learns very quickly that the more mistakes he makes, the more money he makes.

I have said that with taximeters carelessness is profitable. It is very easy to get 20¢ or more per trip more than you are legally entitled to have. Let us suppose that it is a 20¢ per trip overcharge. It is a very small amount and will never be noticed by the cab passengers. If the cab driver runs 20 trip per day, it will mean an extra $4.00 a day that he was not entitled to get. On a 5 day week, this amounts to an extra $20 that he was not entitled to get. If a city has 1,000 metered taxicabs, it would amount to $20,000 per 5 day week, or, $1,040,000 per year. What a nice way to have the taximeter pay for itself and still leave something in the pocket of the dishonest cab drivers and the dishonest cab companies. The poor cab passengers are being taken for suckers by the metered taxicab operators.

The PSC staff wants the D. C. taxicab industry to be assessed for the cost of 15 hack inspectors. It will cost at least $20,000 per year for each hack inspector, or, $300,000 per year for 15 hack inspectors. The city has always paid for the cost of of hack inspectors and should continue to pay for it. If we pay for it, we will not make more money or do more business. I am told that those holding sporting events at the Robert F. Kennedy Stadium in this city, be it football, baseball, soccer, etc., make a special request of the D. C. police department to provide extra police officers to control traffic problems, etc. They agree to pay the city for the use of these extra police officers. Remember, they requested the extra police officers. I do not know of anyone in the D. C. taxicab industry that said they were willing to pay for extra hack inspectors.

Last year the City Council passed a law that requires every taxicab to display a notice within the taxicab listing the 'Passenger Rights'. I am certain that this notice has already proven itself to be useful. It is an inexpensive way to police the cab drivers. Another very inexpensive way to police the cab drivers would be to have all of the hack inspector's vehicles identified with easy to read 12" to 24" high lettering on each side of their vehicles and the rear trunk lid, the words 'HACK INSPECTOR'. This sign will be seen by every cab driver and every cab passenger and let them know that the hack inspector is out there doing their job.

The PSC staff admits that there are problems with the taxi zone system now in use. The PSC staff has two possible solutions for these problems, one, increase the rates and two, increase the number of hack inspectors to 15. The PSC staff recommends that the D. C. taxicab industry pay at least $300,000 or more, per year for these hack inspectors. The number of complaints received does not warrant such an outlandish amount of money to be spent for additional hack inspectors. Must we have these 15 or more hack inspectors just to eliminate the minuscule number of complaints generated by the cab drivers just because the PSC staff is obsessed with the idea of eliminating them at all cost? Must we have a police state on the theory that it will make everyone obey the law? I suggest that the PSC staff study those countries that have police states. They will find out that instead of making everything better, they have made everything worse. We are already being overregulated. The D. C. taxicab industry is mature enough to be on its own and can do a better job of regulating and policing itself.

We have a PSC staff that wants to have a perfect zone system to replace the zone system now in use. The PSC staff see some merit in the MRZS and the 44 zone area map proposed by Mr. Denby. It appears that they want to be 'dead sure' that these two proposals are perfect and without fault. They will be 'dead' being 'sure'. These two proposals will correct many of the problems that now exists with the zone system now in use. I know of no system that has ever been proposed that is a 100 percent perfect system. We do not live in a perfect world. All that we can do is improve what we now have and use it until something better comes along.

The PSC staff would like have taximebers replace the zone system now in use. What is so perfect about taximeters when it is the legal right to steal? When it will price the ride in a taxicab out of the reach of millions of cab passengers. When it will make these same passengers ride in a taxicab only when there is a great emergency. The best answer to this problem is to deregulate the D. C. taxicab industry. All that is needed is to establish a minimum rate so as to prevent a cut-rate, cut-throat price war from taking place. the minimum rate will make it easy for the cab operators to repair and replace their taxicabs. The cab operators would all use the same unit of measure, such as, so much for the first mile and so much for each additional half-mile. The cab operators would be free to increase their rates whenever they deem it necessary to do so. They would list their rates with the appropriate city agency, such as, the D. C. Department of Transportation. The cab operators would have the optional choice of using taximeters, odometers or the

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MRZS. These cabs can be clearly identified as being a meter cab, mileage cab or a zone cab. The cab passengers will be better served by free and open competition. Let the cab passengers be the final judge as to which cab they prefer to ride in. The cab passengers will have no problem shopping for the cab that gives them the best service at the lowest price.

The flat-rate zone system that we now use has been in offical use for 48 years, since 1935. It is an obsolete zone system made up of rigidly fixed boundary lines, made up of arbitrarily selected streets, bridges, rivers, etc. It creates zone areas of unequal size, wherein, you make an exorbitant profit on one trip, only to have it wiped out on the next trip. The taxi zone map now in use has a hodgepodge of 26 zone areas of unequal size. It is a monstrosity and a jigsaw puzzle. It has not been changed in 19 years. During those same 19 years there has been tremendous changes and growth in this city. In this zone map every rigidly fixed boundary line creates a no-man's land. The taxicab industry winds up losing the short trip passengers when these passengers learn the hard way that a short trip of 6 blocks can cost as little as $1.45 or can cost as much as $3.20 and a 5 mile trip can cost as little as $1.70 or can cost as much as $4.60. Cab passengers want a zone system that relates the distance to the over-the-road mileage travelled. One mile zones and half-mile zones is the answer.

Smaller and smaller zone areas would seem to be the answer, but, they create more rigidly fixed boundary lines, and that in turn, creates more no-man's land. Using rigidly fixed boundary lines always creates zone areas of unequal size. It is extremely important to use a system that creates zone areas of equal size. The only proposal that creates zone areas of equal size is the MRZS. The MRZS has one miles zones and half-mile zones. The MRZS is a floating zone system. The MRZS taxi zone map would have every street printed on it. The cab drivers or the cab passengers can make one or more straight line mileage measurements from where the streets are actually located on the map and determine for themselves the correct taxi fare. The straight line taxi fare ruler measurements would be from where the trip originated to where it terminated. It is inexcusable that the taxi zone map now in use does not have every street printed on it. The taxi zone map is the cab driver's bible. It should be made as accurate as possible by having every street printed on it. One other extremely important advantage that the MRZS has, is the fact that it is the only zone system that can have the actual rates printed in each zone. The MRZS map used in the cab can be made 15" x 15" or 20" x 20".

Some oppose the MRZS because they claim it will take to much time to compute each trip. Cab drivers and cab passengers know that many trips repeat themselves day in and day out. It will easily become second nature for them to know the price of the MRZS trips in the same way that they now know the price of the trips that repeat themselves with the zone system now in use. At night the cab driver would need an extra light to use the MRZS taxi fare ruler or use the taxi fare map book. The cab drivers now use an extra light to write down every trip they take. It takes only a few seconds to compute the taxi fare for any MRZS trip.

Most cab drivers are now in the habit of marking down the mileage or odometer reading at the start of the trip and at the end of the trip, in order to know the number of miles they travelled on each trip. This practice will prove very useful with the MRZS trips since the MRZS is based on straight line mileage measurements for each trip. This means that every odometer one mile trip would be a one zone trip with the MRZS, most every odometer two mile trip would most likely be two zones with the MRZS, most every odometer 3 mile trip would most likely be 3 zones with the MRZS, etc. The odometer reading of the over-the-road mileage travelled relates very closely to the airline mileage or straight line mileage measurements used in the MRZS.

Detailed street city maps could be placed at busy street taxi locations. These maps would be at least 36" x 36" so that they will be easy to read. These maps would have concentric circles drawn on them showing the exact street corner where it will be located. The first circle would be a one mile radius and have an 'X' drawn within it to locate the center which would be the exact street corner where it will be located. Each additional concentric circle would be a half-mile larger. The taxi fare would be printed in each circle. All that the cab passengers would have to do is find their destination on the map, see what the taxi fare will be and tell their cab drivers what the actual fare is. Cab passengers would encouraged to tell their cab drivers their taxi fare at the same time they tell them the address they want to go to. This practice will eliminate the need for cab drivers to compute each and every MRZS trip. We have self-service restaurants, self-service grocery stores, self-service elevators, etc. Now, we can have self-service taxi fares. Hotels, stores, offices, etc., would be encouraged to give out tailor made MRZS zone maps for their customers use. Cab companies could do the same thing and encourage their customers to call their cab dispatchers to learn the

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exact price of their cab trips, so that they can tell their cab drivers. We are living in a self-service world and a do it-yourself world. There is no reason in the world why the cab passengers cannot tell their cab drivers the price of their ride at the same time when giving their destination.

The concept of the MRZS was developed over 25 years ago. The most important part of this concept was to develope a zone system that made sense to the cab passengers and that would be easy for them to use with little or no instructions. The zone map that has now been in official use for 48 years never did make sense to the cab passengers. They never could understand it and they never will. It never did make any real sense to the cab drivers. The most important part of this new concept was to have a detailed street map wherein the cab passengers could actually see for themselves where the streets were actually located and thereby see where their trips originated and terminated. The second most important step was to develope a floating zone system that used mileage measurements. It was determined that one mile and half-mile measurements would be most practical. When we talk in terms of distance, we say that it is a 1 mile, 1½ miles, 2 miles, 2½ miles, etc., trip.

We have been using the odometer to measure the over-the-road mileage distance to compute the taxi fares on all of our interstate trips for 22 years. The mileage rate for these interstate trips is $1.70 for the first mile and .50 for each additional half-mile. I have recommended that the rates for the MRZS be $1.20 for the first mile and .60 for each additional half-mile. It makes sense to use one mile and half-mile units of measure. It makes it easier to compute the taxi fares. It is easier for the cab passengers and the cab drivers to use and understand.

The cab passengers finds it almost impossible to compute their taxi rates with the taxi zone system now in use. It ignores the rights of the cab passengers. It forces the cab passengers to be at the mercy of the cab drivers. It is extremely important to correct this serious problem. One of the most important part of the concept of the MRZS was, that it must be easy to teach the cab passengers how to use it, so that they could compute the taxi fares for themselves and not have to rely only on the cab drivers to tell them what the taxi fares will be. The cab passengers have all of the time in the world to compute the taxi fare when sitting in the back seat of their cabs, while their cab drivers are busy driving them to their destinations. The cab passengers will enthusiastically welcome a do-it-yourself taxi fare computing system, such as, the MRZS. The MRZS puts the cab passengers first because without them we would be out of business. The MRZS can be easily taught to grade school and high school students.

Cab passengers can easily tell how often they use cabs. In practically all cases a definite pattern in their use of cabs can be worked out. These patterns take on this use: from HOME to office or place of work and back, from HOME to doctor's office and back, from HOME to friend's or relative's house and back, from HOME to shopping center or downtown stores and back, from HOME to bus, railroad or airport terminal and back, etc.

It can be easily seen that the HOME is where the cab trips most often originate and terminate. In using the MRZS it then becomes a simple matter for the cab passengers to use the location of their homes as a center point on a detailed street map of D. C. They can use a one mile radius and draw the first circle using the home as the center point. They can then draw each additional circle a half-mile larger. They can then write in the amount of the taxi fare in each circle zone. These tailor made zone maps provide them with a 'key' or an accurate method of knowing in advance the cost of any cab trips they choose to take. In the case of a stranger at a bus, railroad or airport terminal, a similar map at information desk would be easy to use. The same thing could be done at hotels, offices and stores.

In a short time they will be able to accurately know and memorize the cost of many repeated cab trips. The same thing will be true of the cab drivers. The more often they experience the use of MRZS the greater its accuracy becomes. This would not be true of those cab drivers using taximeters. It is important to point out that the MRZS is a well established rate computing method. It has long been used to compute rates for parcel post, trucking, airline, etc.

D. C. taxicabs are limited to a maximum seating capacity of 8 passengers - 7 paying passengers and one cab driver. In most other cities and counties, taxicabs are limited to a maximum seating capacity of 6 passengers - 5 paying passengers and one cab driver. These restrictions were imposed upon the taxicab industry years ago by the bus, streetcar and subway operators, because they feared the competition of the taxicab operators for passengers. Buses, streetcars and subway cars are not limited to size or the number of passengers that can carry. There should no longer be any restrictions placed on taxicabs as to the number of passengers that

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they can carry. In fact, there should be a mandatory minimum seating capacity of not less than 8 passengers. We are getting far too many mini cabs that can seat only 4 passengers - 3 paying passengers and one cab driver. When one party of 5 or more passengers stop a cab, they should not have to be turned down by a mini cab or have the mini cab driver tell them to use two or three cabs. Using two or three cabs will make the cab trip unnecessarily expensive, when one large enough cab could have taken them all and save them time and money. Why should one party of 5 or more cab passengers be kept waiting longer than necessary to get a cab with the necessary seating capacity to carry them? Small cabs and insufficient number of large cabs will just discourage and drive these customers away. It will make them use their own cars to get to where they are going. It will even get them to rely on buses and subways to get them to where they are going. God, only knows that we have already lost millions of cab rides to the subway system. All of this will make them have less and less use for taxicabs. We should take every step necessary to stop this trend in the tremendous loss of cab passengers from getting worse and worse.

The PSC has a copy of the 1958 taxicab study prepared by the Northwestern University Transportation Center for the city of Chicago. This study recommends that the city of Chicago deregulate the taxicabs and let them set their own rates. The PSC staff should be required to read this study thoroughly. It is excellent. I have a copy of this study.

It took years, time and money to make the MRZS a finished product. There is no reason in the world why the originator of the MRZS should not be financially rewarded for this effort. The cab drivers will profit from the use of the MRZS. If the cab drivers make a financial gain from the use of the MRZS, than the originator of the MRZS should make a financial gain. There is no reason to expect the originator of the MRZS to give away a valuable idea and take a financial loss.

A royalty fee of 1, 2, 3, 4 or 5 dollars per week for each licensed taxicab for the use of the MRZS would be far less expensive than the total cost of taximeters and the total yearly cost of their maintenance, repairs, replacement and official inspections. This royalty fee will not be a 100% profit. Much of it will be used to regulate and police the proper use of the MRZS. Much of it will be used tc advertise and promote the greater use of the MRZS.

Now is the time to officially adopt the use of the MRZS. The more it is used, the more it will be appreciated.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, Chairman
D. C. Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

I hereby certify that a copy of this letter has been mailed Monday, January 24, 1983 to all parties of record in Formal Case No. 719, by first class mail to the following:

Fred Denby, Executive Director
Professional Cab Drivers Asso.
2809 Myrtle Avenue, N. E.
Washington, D. C. 20002

Fred Mathews
Taxicab Industry Group
1033 - 3rd St., N. E.
Washington, D. C. 20002

Harold Foster
c/o Ms. Sherri Y. Alston, Esq. Asst. Dir.
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Washington, D. C. 20004

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Alliance of Taxicab Businessmen
of Washington, D. C., Inc.
1639 Holbrook St., N. E.
Washington, D. C. 20002

Melvin J. Washington, Esq.
1100 - 6th St., N. W.
Washington, D. C. 20001

Please Note: A copy of this letter was sent to

Bettye Arrington, Ph. D.
Jack Martin & Co., P. C.
1133 - 15th St., N. W.
Washington, D. C. 20001

D. C. Public Service Commission (PSC)
451 Indiana Avenue, N. W., Suite 220
Washington, D. C. 20001

In Re: Formal Case No. 719 in the matter of investigation to determine whether the existing zone map in the District of Columbia is fair, just and non-discriminatory.

Dear Commissioners:

Most of my comments in this letter relates to the direct testimony and exhibits of Aldane L. Greaves of the PSC staff.

The Jack Martin & Company (JMC) study completed June 30, 1982, makes it very clear that cross-subsidization is a very serious problem with the taxi zone system now in use having 26 zone areas of unequal size. The PSC staff recognizes that it is a very serious problem. Cross-subsidization has always been a very serious problem with every taxi zone map we have used in the past. See my exhibit #6.

Cross-subsidization is a very sophisticated word for the average cab driver to understand. By itself, it sounds very harmless and very easy to live with. The average cab driver understands two things, one, the cab trip is profitable, and, two, the cab trip is unprofitable. The cab drivers can no longer accept the explanation used by the PSC staff that it all averages out because the profitable trips supposedly outnumber the unprofitable trips. We are having more and more unprofitable trips. They wipe out the earnings of the profitable trips. The result is that the cab drivers are forced to subsidize these unprofitable cab trips. The PSC staff must use every solution possible to make certain that every trip is a profitable trip.

The cab drivers correctly reason that they have only one product that they can sell, that is transportation. The cab driver is not like the supermarket which can sell certain items at a loss in order to attract more customers into their store because they expect them to buy the store's other profitable items.

The cab drivers are not subsidized by any government agency in the same way as our number one competitor, the Metro bus and subway system. All of Metro's losses are paid for by the taxpayers. The cab drivers can no longer be looked upon as some sort of Welfare Department. The cab drivers cannot continue to give away its services and still stay in business.

The employees of the Metro system are unionized and very will paid. The Metro bus drivers can be said to earn approximately $25 per hour or more when you include all of their fringe benefits, such as, overtime pay, holiday pay, bonuses, paid vacations, health and accident insurance, hospitalization, retirement pensions, etc. The PSC staff suggests that a net revenue of approximately $6.70 per hour is sufficient for the cab drivers. There is quite a big difference between $25 per hour that the Metro bus drivers can earn and the so-called $6.70 per hour net take home pay for the D. C. cab driver.

It is obvious that the overwhelming numbers of cab drivers are part-time drivers. These drivers have to rely on their full time job to provide a guaranteed weekly income. For them, the independence of being a cab driver is very desirable, but, the gamble they have to take as to whether they will have a profitable day is far too unreliable to make it worthwhile for them to give up their full time jobs to become full time cab drivers.

These part-time cab drivers have to have a full time job to subsidize their cab driving. Most full time cab drivers need a working wife, husband, father, mother, etc. to subsidize their earnings. These full time cab drivers would find it virtually impossible to support themselves or their families on a single income. It is unfortunate that the average cab driver must accept a lower standard of income in order to be an independent self-employed person. The problem of cross-subsidization is not limited to just cab passenger trips. Cross-subsidization reaches into the pockets of other sources of income that must help support the cab drivers.

The Washington Metropolitan Area Transit Commission was established in 1961. It was authorized to set interstate taxi rates for trips between the District of Columbia, Prince Georges County and Montgomery County, Maryland, Arlington County and Fairfax County, Virginia, Alexandria, Virginia and Dulles International Airport in Loudon County, Virginia. The WMATC held hearings on proposed methods to compute taxi rates from D. C. It decided that all D. C. taxicabs would use their odometers to determine the over-the-road mileage distance they travelled for each trip. The most recent authorized rates are $1.70 for the first mile and 50¢ for each additional half-mile.

(continued on Page 2.)

Ever since 1961, the D. C. cab drivers have been required to use a dual system to compute taxi fares, a flat-rate zone fare system within the District of Columbia and the over-the-road mileage distance travelled, determined by the use of the odometer, on all interstate trips from D. C. to nearby Maryland and Virginia and back.

Cab passengers readily accept taxi fares based on the actual mileage distance travelled. These same passengers want a zone system that is based as nearly as possible to the mileage distance travelled. They know that it will improve service because the cab drivers will be fairly compensated for their work. Cab drivers will perform their work a lot better when they know that each D. C. cab trip is related as nearly as possible to the mileage distance travelled. The majority of D. C. cab drivers no longer want a taxi zone system wherein you make an exhorbitant profit on one trip, only to have it wiped out on the next trip. To them, it is like playing the game of 'Russian Roulette', they never know if the next cab trip they get is the one that will 'kill' them. Having used the odometer to compute interstate taxi rates for 21 years, it is only natural that more and more D. C. cab drivers want a flat-rate zone system based as nearly as possible to the mileage distance travelled, such as, proposed in the Mileage Rate Zone System (MRZS). Most of the serious problems that we now have with many of the D. C. cab drivers that refuse to pick up passengers will just disappear when the taxi zone system now in use is replaced with the MRZS.

The Washington National Airport (WNA) use to operate its taxi service with an exclusive contract with one company. About four years ago the WNA opened up its cab stands to every cab driver that would pay a 50¢ toll gate charge for each time they waited for a cab passenger at the airport. One, need only to go to the WNA and see for themselves the great number of D. C. cabs waiting for a passenger. These cab drivers have found the D. C. taxi zone system unprofitable. They prefer trips originating at the WNA because they get paid for every mile they travel as shown on the odometer reading at the start of the trip and at the end of the trip.

Cab drivers are willing to risk 'dead-time' cruising the streets or waiting at a cab stand for their next passenger. It is not unusual for many cab drivers that half of their day is 'dead-time'. 'Dead-time' is a business risk that the cab driver can live with as long as the cab rates are profitable enough to offset this problem.

There are many cab drivers that want taximeters to replace the taxi zone system now in use. What they are really saying is that they want to get paid for the mileage distance they travel. Many of these same drivers want the MRZS because it is the only zone system being proposed that relates the taxi fare as nearly as possible to the mileage distance travelled.

These and other cab drivers, when shown how easy it is to learn and use the MRZS, say that they will have no trouble using it. They also say that since most trips repeat themselves, it will not be necessary to measure every trip. They say that it will only take a short time to expertly and correctly use the magnetic MRZS ruler and map. They say that it will be easy to use the MRZS taxi fare map book. They say that it will take just a few seconds of time to accurately determine the taxi fare.

They even say that it will be easy to show their cab passengers how to correctly use the MRZS ruler, map and taxi fare map book. They also say that their cab companies can easily use the MRZS. Cab passengers calling a cab company for a radio cab will be told by the cab dispatcher what the MRZS taxi fare will be.

The PSC staff says that using the MRZS will be time consuming. The cab drivers that I have shown the MRZS too, say that the staff is completely wrong. I have shown and demonstrated the MRZS to thousands of cab drivers and cab passengers over the past 24 years. Everyone was amazed as to how easy it was to learn and use the MRZS. They all wanted the taxi zone system now in use replaced with the MRZS

According to the PSC staff, the 26 zone area map now in use with its matrix of 676 squares creates confusion. This taxi zone map has been in continous use since 1964, with no changes in the zone boundary lines or its matrix of 676 squares. The only changes that have been made were several recommended rate increases.

The PSC staff does not concern itself enough with the really important changes that are taking place in Zone One, such as, the new $100,000,000 Convention Center that will be opening up in January or February of this coming year. It will be virtually right in the center of Zone One. Many new office buildings, hotels, etc. are being built in Zone One. All of this will increase traffic problems for the cab drivers. In many cases, it will mean greater distances to travel.

(continued on Page 3.)

On one hand, the PSC staff says that the taxi zone map now in use should not be replaced with any of the other proposed taxi zone maps. And, yet, on the other hand, it recommends that there be at least 15 hack inspectors to enforce taxicab regulations...especially refusal to pick up a passenger. They also recommend that the taxi industry pay for the cost of these additional hack inspectors. Every cab driver that I have talked to is shocked and opposed to having their money used to police them. Some want to know if we have now become a police state.

It is quite obvious that such a recommendation means that the taxi zone system now in use is not working. It creates problems that the staff wants corrected by by having more hack inspectors. It is unfortunate that such a recommendation means that in order to motivate the cab drivers to do their work, you must use the threat of punishment. The best way to solve these problems is to motivate the cab drivers with methods and systems that financially rewards them.

Cab drivers should be told to do it right whenever they do something wrong. Instead, the Hack Inspectors make it tough by imposing $10, $20, $30, etc. fines on them whenever they do something wrong. When a store clerk, office employee or government employee does something wrong, they are told to do it right. They are not given a ticket or fine of $10, $20, $30, etc., because they did something wrong.

It is a tough enough job to survive in a hightly competitive taxicab business. We are seeing far too many of our best cab drivers leaving the taxicab business because of poor income. How can you ask cab drivers to stay in the business that gives them a poor income and on top of that have the Hack Inspectors, plus the entire police department ready to give them a ticket for something that they might have done wrong?

The PSC staff is recommending the wrong methods to cure these problems. These problems can be best cured by scrapping the taxi zone system now in use and replacing it with the MRZS. This is what the PSC staff should recommend.

There have been many unfortunate regulations in the past that attempted to motivate the cab drivers to do their work thru the fear of punishment. One such problem that we had was how to make cab drivers pick up passengers during the rush hours. Regulations were created to correct this problem by making it unlawful to use an off duty sign between the rush hours of 4 to 6:30 p.m. Cab drivers that might have been on the streets at that time with an off duty sign, just parked their cab during those hours. They complied with the regulation but nobody got service. Most cab drivers correctly reasoned that at the time of day they were needed the most, they were not making money due to the traffic problems. It took many years of effort on my part to sell the PSC the idea of having a surcharge for the rush hour traffic. It was finally adopted. We now have more than enough cabs on the streets to serve the public during the afternoon rush hours. The best way to motivate the cab drivers to make their services available is to financially reward them.

We had a similar problem several years ago when it was the practice to reduce cab rates when passengers shared the cab. Many single passengers that could have been picked up were refused because having to give them reduced rates made far too many such trips unprofitable. Several years ago, the PSC finally agreed that all single passengers sharing a cab shall pay the full single passenger fare. This full single passenger fare is also used when two or more passengers got in the cab at the same place but got out at different destinations. These changes rewarded the cab drivers with more money for their services. The small increase that it cost the cab passengers was well worth it to them because they got better service.

There are more than enough regulations for the Hack Inspectors to enforce. The Hack Inspectors job will be a lot easier when cab drivers are motivated to provide their services because they are being profitably rewarded. Use reward instead of of punishment to motivate the cab drivers to do their job.

Instead of more Hack Inspectors, we could use Courtesy Taxi Starters at the large department stores, theatres, etc. We use to have door men at many stores and theatres. They are no longer there. They provided a very useful service for cab drivers. We could use them more than ever.

There is very little discrimination because of sex or race. Most discrimination can be traced to how much profit the cab drivers can make for their services. If the cab drivers know that they are going to lose money on a cab trip, they are more than likely going to do what they can do legally to avoid such trips. Many cab drivers use their intuition when approaching passengers. Before they even stop

(continued on Page 4.)

they will make a quick decision as to whether or not to pick them up. They have learned from experience that their intuition is very often correct. These cab drivers do not want to pass up profitable trips, but, they do not want to get stuck with the unprofitable trips.

Many cab drivers will not use cab stands, be they at hotels, bus stations or the railroad station (Union Station). Those cab drivers that use these cab stands take the gamble that they will get the interstate mileage trip to the Dulles International Airport for $30, the interstate mileage trip to the Baltimore-Washington International Airport for $35, the interstate mileage trip to the Washington National Airport for $7 or some other interstate mileage trip into nearby Maryland or Virginia.

There is no guarantee that they will get such trips at these cab stands. All too often these cab drivers get stuck with the long unprofitable, one zone trips to Capitol Hill for $1.70. When these cab drivers add the time they used up waiting at these cab stands with the time used up to complete such long one zone trips, it could easily add up to over 45 minutes for a gross income of only $1.70. It takes only a few such trips to make most cab drivers realize how unprofitable it is use these cab stands.

The average cab driver no longer has enough profitable trips to offset the unprofitable trips. The local Metro subway system has wiped out millions of very profitable cab trips since it started operating. The Metro is a publicly subsidized transportation system. It can set its rate extremely low and operate at a loss. Many former cab passengers now ride the Metro because it is less expensive. One need only to go to the Washington National Airport and see the thousands of former cab passengers that are now using the less expensive Metro subway system to get to and from the airport. Cab drivers no longer get them as passengers.

It is the profitable interstate taxi trips that has made it possible for most D. C. cab drivers to barely survive. Most D. C. cab drivers would be put out of business if they were told they could not accept interstate taxi trips. Cross-subsidization not only wipes out much of the profit of zone trips, it also wipes out much of the profit on the interstate trips.

The loss of so many profitable trips makes it more and more difficult to stay in the taxi business and be a full time cab driver. We once had a taxicab industry with 90% full time cab drivers. We now have a taxicab industry that is now 90% part time drivers. This fact alone should alarm the public officials that our method of operating needs to be changed as soon as possible. See Exhibit #25.

The direct testimony of Professor Michael C. Ahn for the Office of The People's Counsel on Page 14, lines 7 thru 16 had this to say as follows:

> One system, which may be worthy of consideration, is called the 'Mileage Rate Zone System (MRZS), or previously called the 'uniform circular zone system'. MRZS was originally proposed by Mr. Irving Schlaifer, a D. C. taxicab driver. The system is based on straight line distance between the point of trip origin and trip destination. The MRZS system is more distance sensitive than the fixed zone system and therefore helps minimize cross-subsidization. More important the system encourage the driver to take the most efficient and lowest cost route, from origin to destination.

The direct, pre-filed testimony (Case-in-Chief) of Harold Edward Foster, AICP; Office of Mass Transportation, District of Columbia Department of Transportation had this to say in part on Page 9, lines 14 thru 21 as follows:

> Q. Is it D. C. DOT testimony that the current zone map is unfair, unjust, and discriminatory?
>
> A. It is D. C. DOT testimony, in light of the data developed during the zone map study, that a taxicab operator does not have a fair and reasonable opportunity to earn any net income established by the PSC under the current rate determination system without so modifying his cruising patterns as to effectively deny service to would be taxicab users in sub-zones of the current system not favored by that system....

Cross-subsidization exploits not only the cab drivers, it exploits the cab passengers. The cab drivers are short-changed and the cab passengers are short-changed because of cross-subsidization. The cab drivers and the cab passengers have been exploited over the years with an unfair, unjust and discriminatory taxi zone system.

(continued on Page 5.)

The MRZS is not a taximeter. The PSC staff attempts to call it a taximeter. In my Exhibit #4 is a copy of a self-zoning Parcel Post Map of the United States prepared by the Pitney-Bowes Company. It shows a map of the United States and a Self-Zoning Mileage Rule. This map shows the location of a great number of cities in the United States. The instructions call for using the Self-Zoning Mileage Rule and drawing arcs or concentric circles on the map from the selected city. It is a floating zone system. It is not called a meter system.

The proposed MRZS is an adaptation of the parcel post map. The MRZS is a floating zone system. Instead of using a map of the country, the MRZS uses a street map of the city. Instead of measuring from one city to another city as would be done on the U. S. map, the MRZS measures from one street corner to another street corner on the city map. Instead of using a Self-Zoning Mileage Rule that has 150 mile units, 300 mile units, 400 mile units, the MRZS uses a ruler that has one mile for the first unit and a half-mile for each additional unit. The MRZS also uses concentric circles on a city street map from where the trip originates, making it easy to determine the number of zones travelled.

The taxi zone map now in use, the parcel post map of the U. S. and the MRZS street MAP of D. C. all use the same basic method of determining the fare or cost. Each of these methods must use a map. Each of these methods must have zone lines drawn on the map. Each of these methods show an increase in the rates whenever a zone line is crossed. Each of these methods permit you to know the exact fare in advance. The zone system is a measuring device. Because it is a measuring device that does not make it a metering device as the PSC staff would have us believe.

The taximeter is a mechanical measuring device that automatically tabulates the over-the-road mileage distance travelled and the amount of time used up on any trip that is taken by a cab passenger. It is connected to the transmission in order to record the mileage travelled. The cab driver must turn it on at the start of the trip and must turn it off at the end of the trip. Failure to turn the taximeter on at the start of the trip could mean that the cab passenger could get a free trip. Turning it on after starting the trip or turning it off before the trip is ended means that the cab passenger would pay less for the trip.

Taximeters will cause more problems than it will solve. The taximeter was never meant to protect the cab passenger. Its only purpose was to tabulate the amount of money taken in so that the cab company could determine how much to pay the cab driver. With it carelessness can be profitable. With it identical trips do not always have identical rates. It is always a guessing game as to what the final fare will be. It is the legal right to steal.

In merchandising a service or product the consumer prefers that the price be accurately determined in advance. The consumers do not like guessing games. That is why they prefer the flat-rate taxi fare zone system to the taximeter system. The flat-rate zone system is far superior to any taximeter system. A taximeter being a mechanical device, can at any time and without any warning can suddenly breakdown. The flat-rate zone system is trouble free.

For these and other reasons the Congress outlawed the use of taximeters. The flat-rate zone system represents consumer protection at its best. The Congress did not specify that a taxi zone map had to be made up of arbitrarily selected streets, bridges, rivers, etc., as zone lines which would create zone areas of unequal size, wherein you make an exorbitant profit on one trip only to have it wiped out on the next trip.

Congress had a $15,500 taxi study completed in 1974. This study recommended the use of the MRZS. This study did not call the MRZS a taximeter. The Congress is well aware of the fact that there can be all kinds of zone systems. Everyone of them meets the mandate of Congress. The MRZS certainly meets this mandate. It is not a taximeter by any stretch of the imagination.

The PSC staff states that the other proposed zone systems did not provide any figures to show what the impact on revenue would be. I have asked and suggested that whatever trips that were to be selected for the study prepared by the Jack Martin & Company, that they also be used to see what the results would be with the MRZS, the 44 zone area map and the 30 zone area map. See my Exhibit #26.

I was given to understand that since the Jack Martin & Company study was to be computerized, that it would not be a serious problem to get such information for the other proposals. It would be too much of a financial burden for us to provide

(continued on Page 6.)

these figures. The money collected from the assessment of the cab drivers should be used to get these figures. I do not believe that it should be necessary to go into an expensive detail study. It is quite obvious that some rates will go up, some rates will go down and some rates will remain the same.

The PSC staff recommends increasing the zone rates as a means of defeating some of adverse effects of cross-subsidization. The first zone rate will go up from $1.70 to $1.80. I propose that with the MRZS the first zone rate be $1.20. This is 60¢ less than the proposed staff rate and 50¢ less than the rate that is now being used. Every cab driver that I have shown this MRZS rate too, agrees that it will attract more people to ride cabs. They agree that we are losing more and more of our short trip passengers because the rates are getting higher and higher. They would rather see a lower rate for the short trip rider and a higher rate for the long trip rider. They agree that we have lost too many of our short trip riders and that we should do everything possible to get them back.

The PSC staff seems to think that the MRZS map would be a problem. The maps that I have submitted are copied from the D. C. highway map prepared for the D. C. DOT. My Exhibit #19 clearly describes how best to prepare a MRZS map. There are certain suggestions that I would make and I am sure that others will make to create a map that will be easy to use. Such a map will not be time consuming to use. It will take but a few seconds to use. Since many trips repeat themselves, the cab drivers and the cab passengers will already know the correct fare, thereby, eliminating the need to use the MRZS map, ruler or taxi fare map book each and every time a trip is taken.

The PSC staff seems to think that a zone map need not have every city street shown on it. It is because of this that we have so much controversy between the cab drivers and the cab passengers. In my Exhibit #15 I explain the importance of why it is necessary to show every street on the city zone map. Such a map need not be larger than 15" x 15" to be easy to read and use.

Taximeters have time and mileage. It would be very easy to impliment a time factor into the zone system. It could be accomplished in this way, it would be the total taxi fare or the total time fare of 30¢ per minute, whichever would be greater. I would recommend that it only be used whenever a passenger request express service. The flat-rate zone system makes it easy to do shared riding. The D. C. cab drivers cannot use a time fare whenever shared riding is used. In all flat-rate zone systems it is a business risk as to how much time and distance is used to complete a trip. A time fare can be used successfully, if used as I have suggested. A per minute time fare will be easy to use because every cab driver has a watch and virtually every cab passenger has a watch. This method of computing the time fare makes it very easy for the cab driver and the cab passenger to use it accurately. See my Exhibit #25, items 14 and 15.

I trust that this letter answers some of the questions brought up by the PSC staff.

Sincerely yours,
Irving Schlaifer
Irving Schlaifer, Chairman
D. C. Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202-723-2588

I hereby certify that a copy of this letter has been mailed Friday, September 10, 1982 to all parties of record in Formal Case No. 719 by first class mail to the following:

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2809 Myrtle Avenue, N. E.
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Please Note: A copy of this letter was sent to

Bettye Arrington, Ph. D.
Jack Martin & Co., P. C.
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Washington. D. C. 20001

Submitted...Tuesday, March 25, 1980
by
Irving Schlaifer, Chairman
Emergency Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202...882-3377

Formal Case No. 719, (August 10, 1979, 26 D. C. Reg. 731), in the matter of investigation to determine whether the existing zone map in the District of Columbia is Fair, Just and Non-discriminatory...before the D. C. Public Service Commission, 1625 Eye St., N. W., Washington, D. C. 20006

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Mileage Rate Zone System Taxi Fare Map Book (Supplement)
for
Washington, D. C.

Page 1. U. S. Capitol Building (East Front Entrance)
2. Union Station - Massachusetts Avenue, "E" St., Louisiana Avenue, Deleware Avenue & 1st St., N. E.
3. 12th & New York Avenue, N. W. (Greyhound Bus Station & Trailway Bus Station)
4. 14th & "E" St., N. W. (District Building - City Hall)
5. 16th & "K" St., N. W. (Capital - Hilton Hotel & Sheraton - Carlton Hotel)
6. Dupont Circle, N. W. (Intersected by the following streets - 19th St., "P" St., Connecticut Ave., Massachusetts Ave. & New Hampshire Ave.)
7. 27 & Woodley Road, N. W. (Approximately) (Sheraton - Washington Hotel)
8. "M" St. & Wisconsin Ave., N. W. (Georgetown)
9. Taxi fares for a trip originating at Union Station, wherein, a pre-formed party of 4 passengers group ride to the following destinations.

A...Union Station, N. E.
B...7th & Penn. Ave., N. W.
C...14th & "F" St., N. W.
D...16th & "K" St., N. W.
E...22nd & "O" St., N. W.

10. Taxi fares for a trip originating at Union Station, wherein, 4 individual passengers use the same taxicab to get to their destinations. Each passenger sharing the same taxicab shall pay the full single passenger taxi fare.

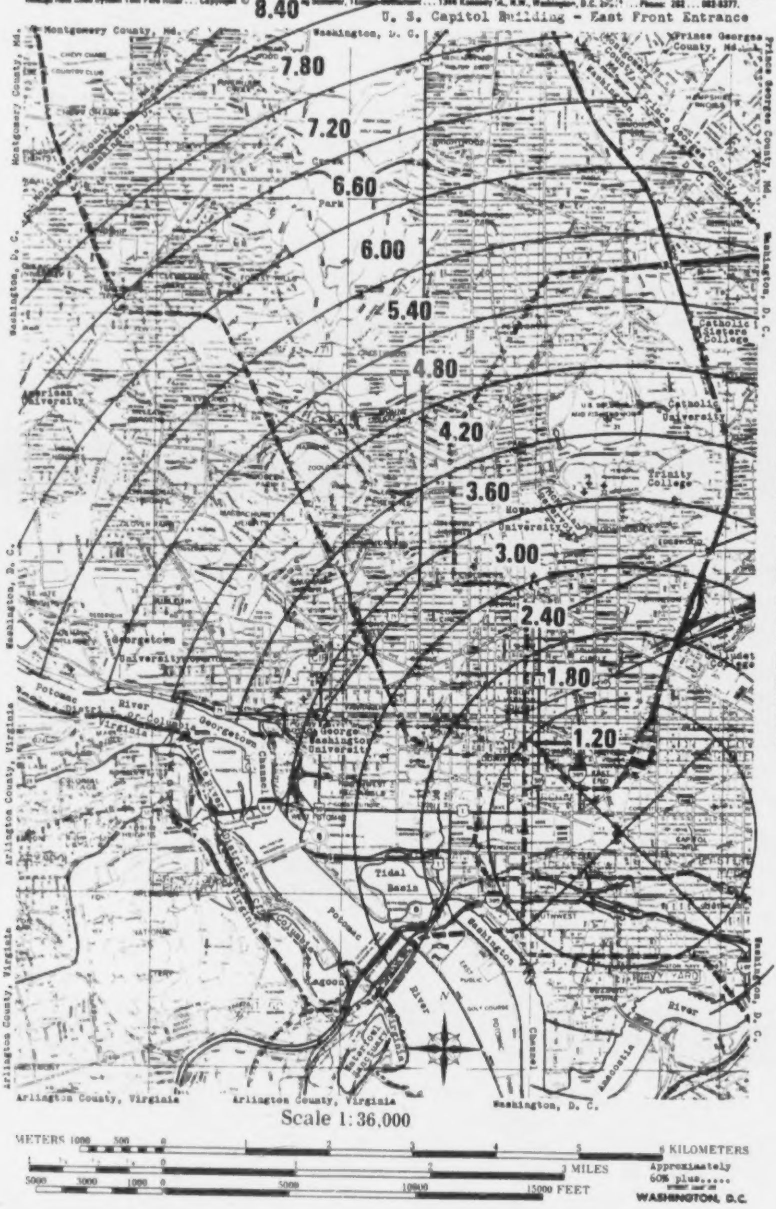
A...Union Station, N. E.
B...7th & Penn. Ave., N. W.
C...14th & "F" St., N. W.
D...16th & "K" St., N. W.
E...22nd & "O" St., N. W.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 1.

Mileage Rate Zone System Taxi Fare Ruler . . . Copyright © [illegible] . . . 1300 Kennedy St., N.W., Washington, D.C. [illegible] . . . Phone: 282 . . . 882-8377.

U. S. Capitol Building - East Front Entrance


8.40
7.80
7.20
6.60
6.00
5.40
4.80
4.20
3.60
3.00
2.40
1.80
1.20
Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
American University
Catholic Sisters College
Catholic University
Trinity College
Howard University
Georgetown University
George Washington University
Potomac River
Georgetown Channel
Tidal Basin
Lagoon
Arlington County, Virginia
Anacostia River
Washington Channel
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

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.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mi
3.60 3 Zone 3 Mile
4.20 3½ Zo 3½ Mi
4.80 4 Zon 4 Mile
5.40 4½ Zo 4½ Mi
6.00 5 Zon 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zc 7½ Mi
9.60 8 Zon 8 Mile

U. S. Capitol Building (East Front Entrance)

Page 1.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 2.

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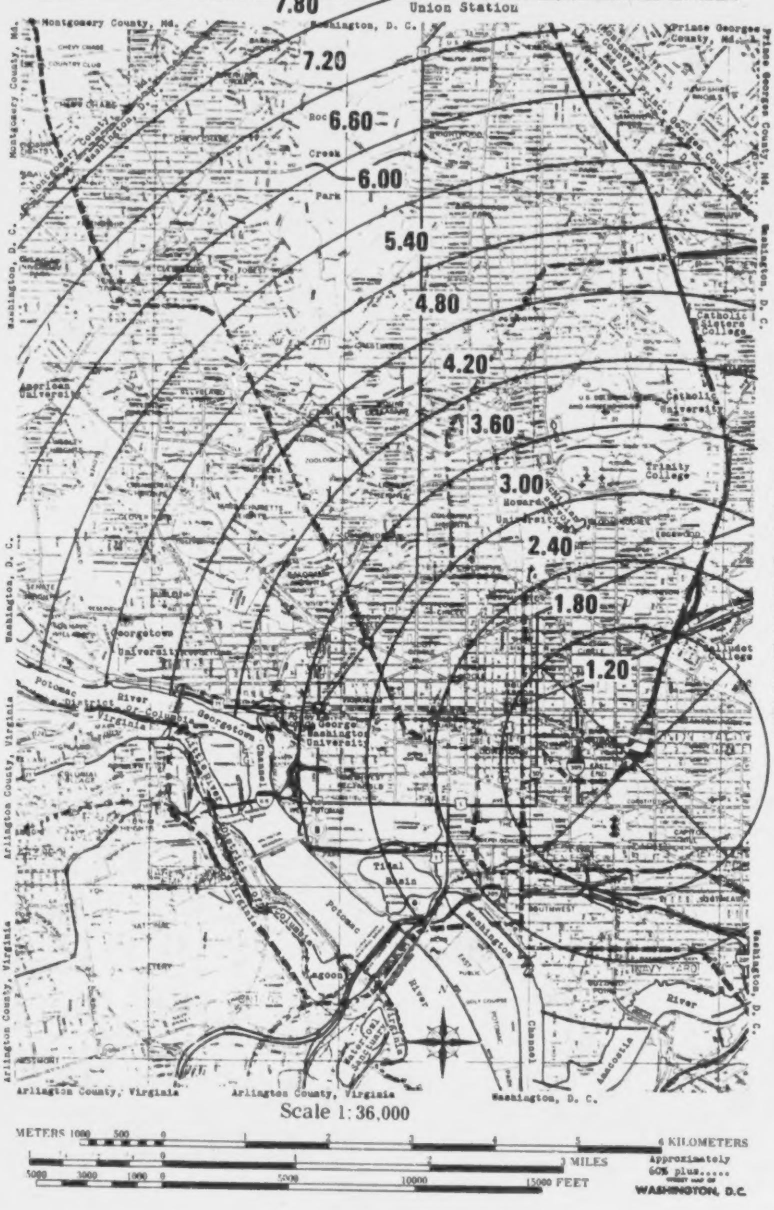
Union Station


7.80
Washington, D. C.
Montgomery County, Md.
Prince Georges County, Md.
7.20
6.60
Rock Creek Park
6.00
5.40
4.80
4.20
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2.40
1.80
1.20
American University
Catholic Sisters College
Catholic University
Trinity College
Howard University
Georgetown University
George Washington University
Potomac River
District of Columbia
Virginia
Georgetown Channel
Tidal Basin
Washington Channel
Anacostia River
Lagoon
Waterfowl Sanctuary
Arlington County, Virginia
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

.80 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mil
3.60 3 Zone 3 Miles
4.20 3½ Zo 3½ Mil
4.80 4 Zone 4 Mile
5.40 4½ Zo 4½ Mil
6.00 5 Zone 5 Miles
6.60 5½ Zo 5½ Mil
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mil
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

Union Station - Massachusetts Avenue, "E" St., Louisiana Avenue,
Deleware Avenue & 1st St., N. E.

Page 2.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 3.

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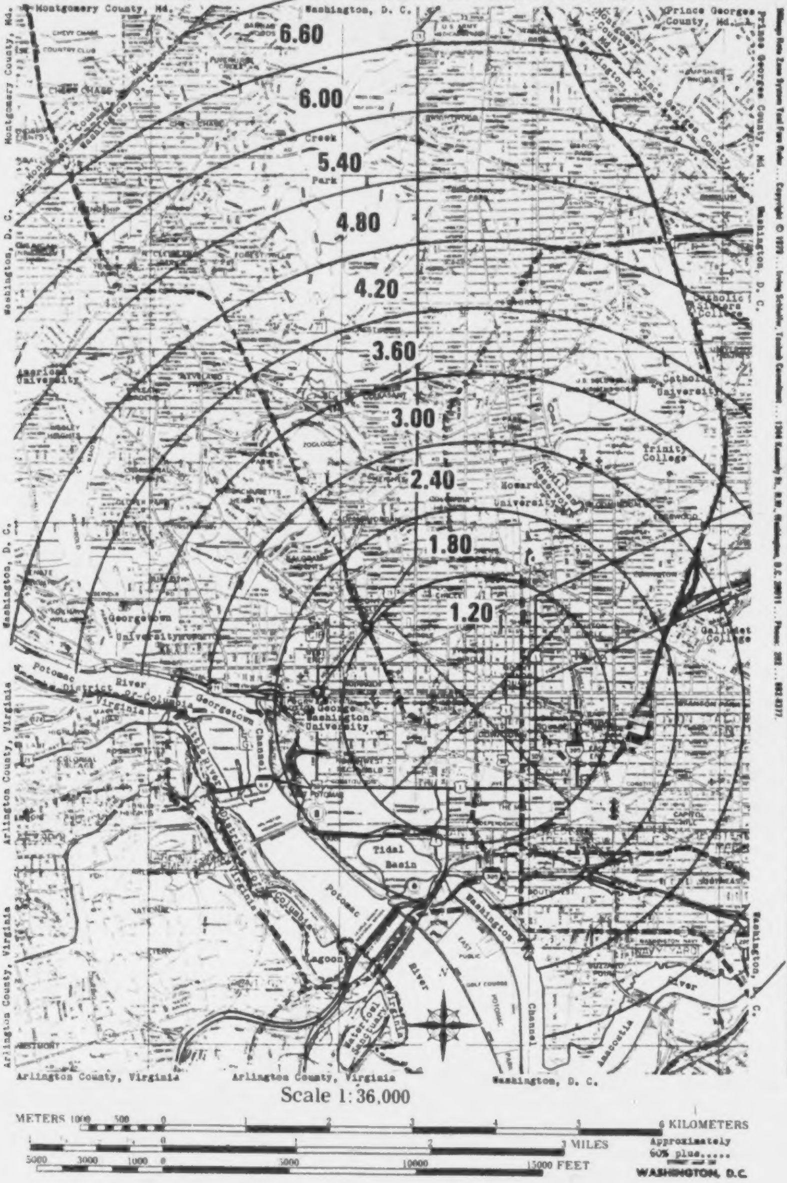
12th & New York Ave., N. W. (Greyhound Bus Station & Trailway Bus Station)


7.20
6.60
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5.40
4.80
4.20
3.60
3.00
2.40
1.80
1.20
Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Chevy Chase
Country Club
Creek
Park
American University
Georgetown University
Potomac River
District of Columbia
Virginia
Georgetown Channel
Little River
George Washington University
Tidal Basin
Potomac
Lagoon
Waterfowl Sanctuary
Washington Channel
Anacostia
Howard University
Catholic University
Trinity College
Gallaudet College
Arlington County, Virginia
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

Scale 1:36,000

.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zor 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mil
3.60 3 Zone 3 Miles
4.20 3½ Zo 3½ Mil
4.80 4 Zone 4 Mile
5.40 4½ Zo 4½ Mil
6.00 5 Zone 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

12th & New York Avenue, N. W. (Greyhound Bus Station & Trailway Bus Station) Page 3.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

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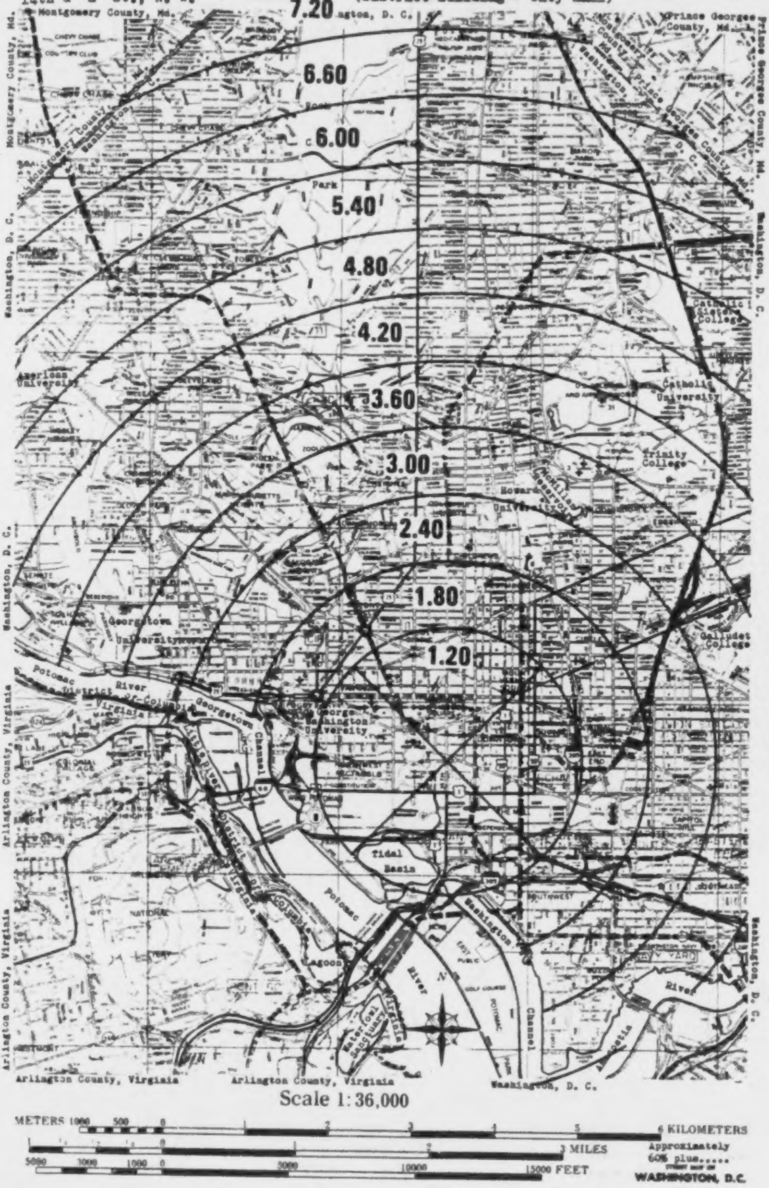
14th & "E" St., N. W. (District Building - City Hall)


7.20
6.60
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5.40
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4.20
3.60
3.00
2.40
1.80
1.20
Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Chevy Chase
American University
Georgetown
Georgetown University
Potomac River
District of Columbia
Virginia
George Washington University
Howard University
Trinity College
Catholic University
Catholic Sisters College
Gallaudet College
Tidal Basin
Washington Channel
Navy Yard
Arlington County, Virginia
Washington, D. C.
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

Scale 1:36,000

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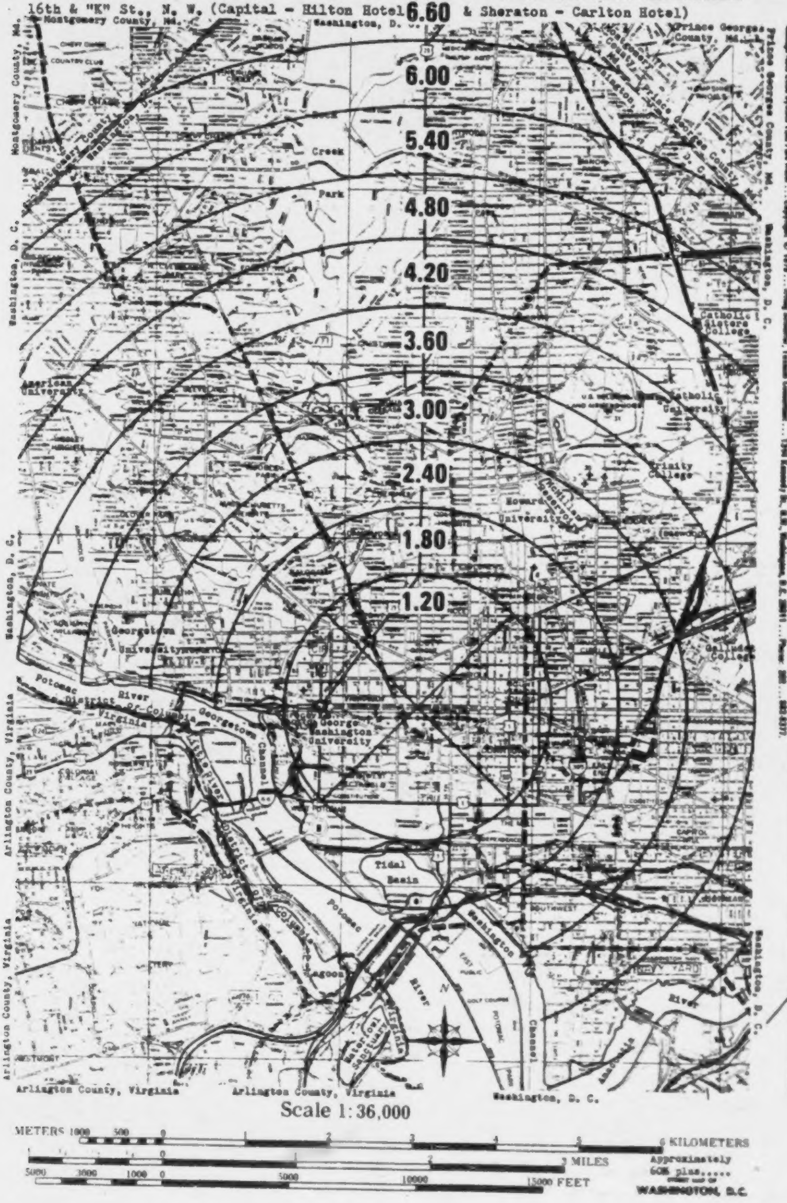
.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mi
3.60 3 Zone 3 Mile
4.20 3½ Zo 3½ Mi
4.80 4 Zon 4 Mile
5.40 4½ Zo 4½ Mi
6.00 5 Zon 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Za 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 5.

Mileage Rate Zone System Taxi Fare Rates . . . Copyright © 1975 . . . Irving Schlaifer, Taxicab Consultant . . . 1344 Kennedy St., N.W., Washington, D.C. 20011 . . . Phone: 202 . . . 882-8277.

16th & "K" St., N. W. (Capital - Hilton Hotel & Sheraton - Carlton Hotel)


6.60
6.00
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4.80
4.20
3.60
3.00
2.40
1.80
1.20
Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Chevy Chase
Country Club
Rock Creek Park
American University
Catholic Sisters College
Catholic University
Trinity College
Howard University
Gallaudet College
Georgetown University
Potomac River
District of Columbia
Virginia
Georgetown Channel
George Washington University
Tidal Basin
Potomac
Washington Channel
Lagoon
River
Arlington County, Virginia
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus..... WASHINGTON, D.C.

.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mi
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mi
3.60 3 Zone 3 Mile
4.20 3½ Zo 3½ Mi
4.80 4 Zone 4 Mile
5.40 4½ Zo 4½ Mi
6.00 5 Zone 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zone 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zone 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

16th & "K" St., N. W. (Capital - Hilton Hotel & Sheraton - Carlton Hotel)

Page 5.

Page 6.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

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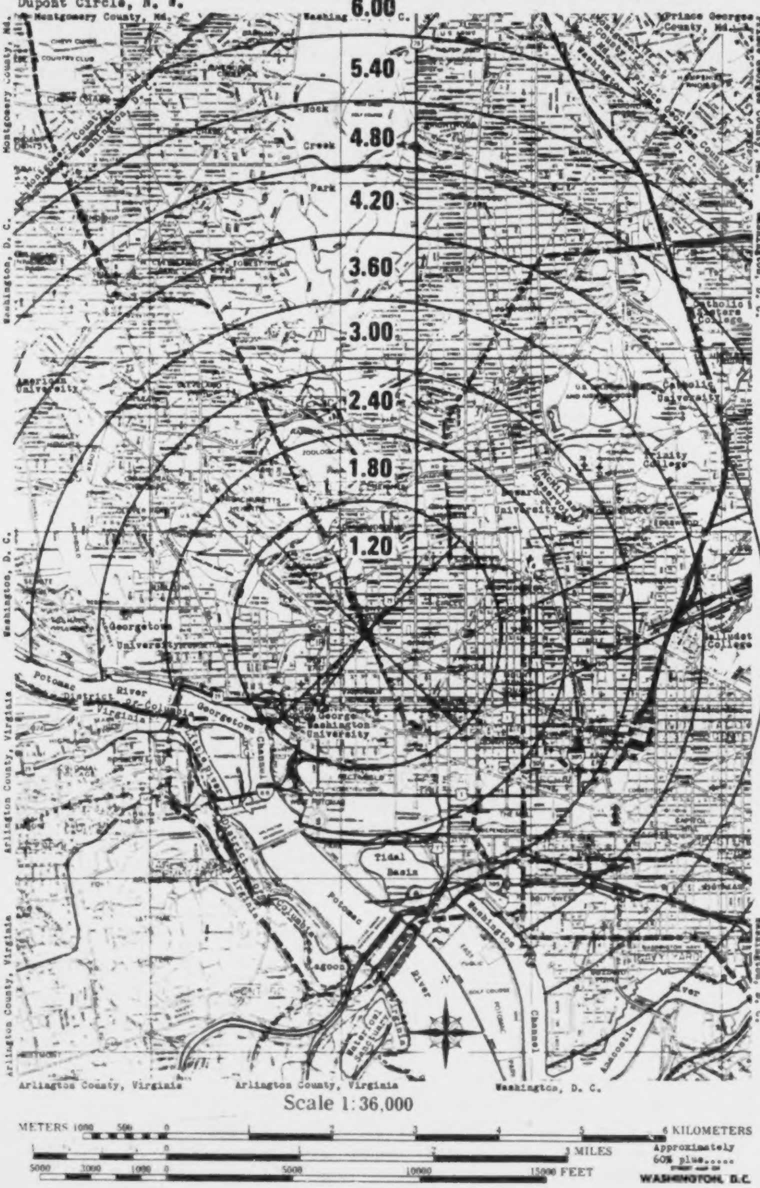
Dupont Circle, N. W.



Montgomery County, Md.
Washington, D. C.
6.00
5.40
4.80
4.20
3.60
3.00
2.40
1.80
1.20
Rock
Creek
Park
Prince Georges County, Md.
Montgomery County, Md.
Washington, D. C.
Catholic Sisters College
Catholic University
Trinity College
Howard University
American University
Zoological
Georgetown University
Potomac River
District of Columbia
Virginia
Georgetown Channel
George Washington University
Little River
Tidal Basin
Potomac
Washington Channel
Lagoon
Waterfowl Sanctuary
River
Gallaudet College
Navy Yard
Anacostia
Arlington County, Virginia
Arlington County, Virginia
Arlington County, Virginia
Arlington County, Virginia
Washington, D. C.
Prince Georges County, Md.
Washington, D. C.
Washington, D. C.
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

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.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mil
3.60 3 Zone 3 Mile
4.20 3½ Zo 3½ Mi
4.80 4 Zone 4 Mile
5.40 4½ Zo 4½ Mil
6.00 5 Zone 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

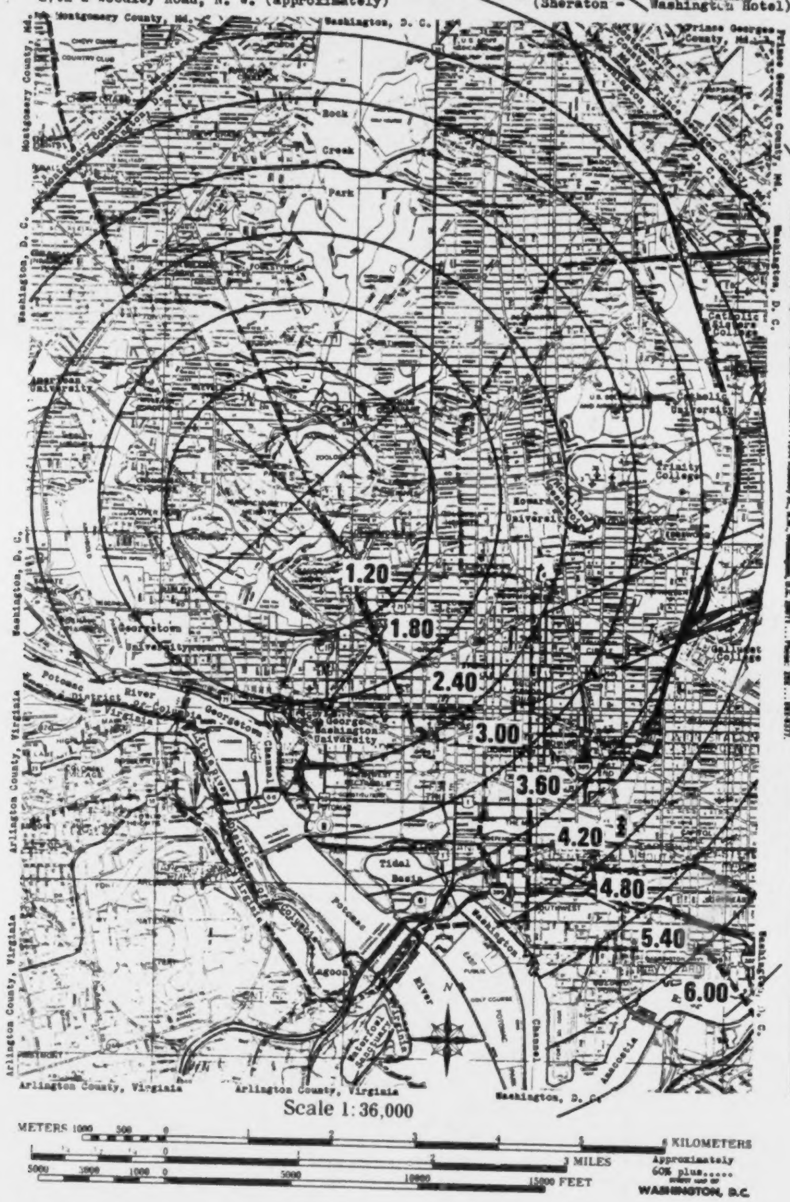
Dupont Circle, N. W. (Intersected by the following streets - 19th St., "P" St., Connecticut Ave., Massachusetts Ave. & New Hampshire Ave.)

Page 6.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 7.

27th & Woodley Road, N. W. (approximately) (Sheraton - Washington Hotel)


Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Chevy Chase Country Club
Rock
Creek
Park
American University
Catholic University
Trinity College
Howard University
Gallaudet College
Georgetown University
George Washington University
Potomac River
District of Columbia
Virginia
Georgetown Channel
Tidal Basin
Lagoon
Washington Channel
Anacostia
Arlington County, Virginia
1.20
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2.40
3.00
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4.20
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N
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 ½ 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

.80 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mi
3.60 3 Zone 3 Miles
4.20 3½ Zo 3½ Mi
4.80 4 Zone 4 Mile
5.40 4½ Zo 4½ Mi
6.00 5 Zone 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

27th & Woodley Road, N. W. (Approximately) (Sheraton - Washington Hotel)

Page 7.

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 8.

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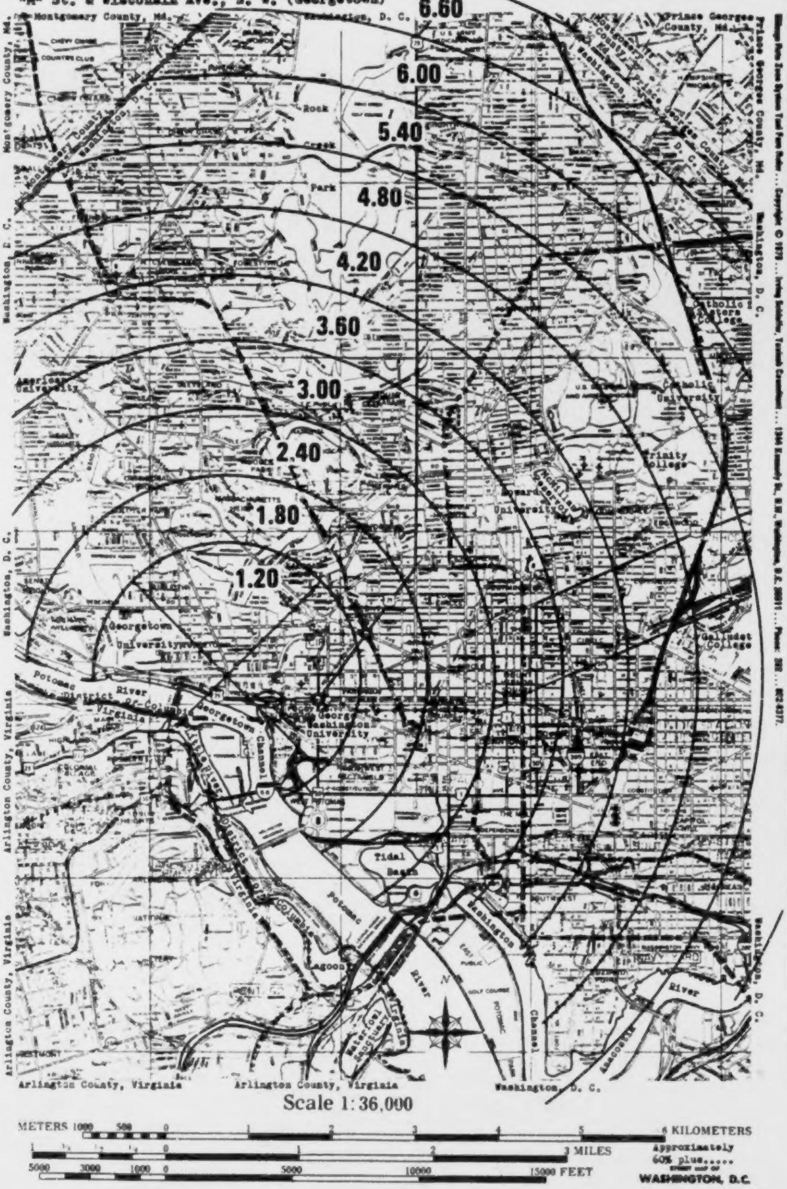
"M" St. & Wisconsin Ave., N. W. (Georgetown)


Montgomery County, Md.
Washington, D. C.
6.60
6.00
5.40
4.80
4.20
3.60
3.00
2.40
1.80
1.20
Prince Georges County, Md.
Rock Creek Park
Georgetown University
Potomac River
District of Columbia
Virginia
Georgetown Channel
George Washington University
Tidal Basin
Lagoon
Catholic Sisters College
Catholic University
Trinity College
Howard University
Gallaudet College
Anacostia River
Washington Channel
Arlington County, Virginia
Washington, D. C.
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 ½ 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus..... street map of WASHINGTON, D.C.

Scale 1:36,000

.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mi
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mi
3.60 3 Zone 3 Miles
4.20 3½ Zo 3½ Mi
4.80 4 Zon 4 Mile
5.40 4½ Zo 4½ Mi
6.00 5 Zon 5 Mile
6.60 5½ Zo 5½ Mi
7.20 6 Zon 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

Page 9.

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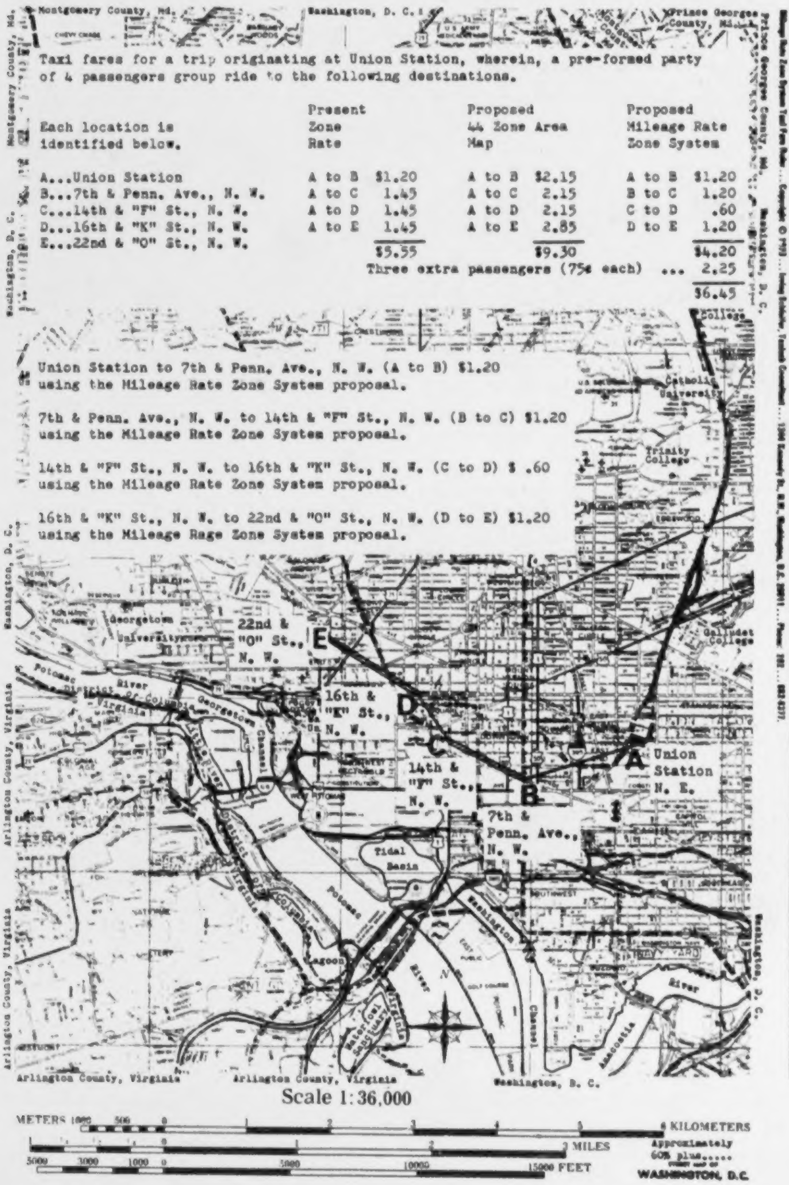

Taxi fares for a trip originating at Union Station, wherein, a pre-formed party of 4 passengers group ride to the following destinations.

Each location is identified below.	Present Zone Rate		Proposed 44 Zone Area Map		Proposed Mileage Rate Zone System	
A...Union Station	A to B	$1.20	A to B	$2.15	A to B	$1.20
B...7th & Penn. Ave., N. W.	A to C	1.45	A to C	2.15	B to C	1.20
C...14th & "F" St., N. W.	A to D	1.45	A to D	2.15	C to D	.60
D...16th & "K" St., N. W.	A to E	1.45	A to E	2.85	D to E	1.20
E...22nd & "O" St., N. W.		$5.55		$9.30		$4.20
	Three extra passengers (75¢ each) ...					2.25
						$6.45

Union Station to 7th & Penn. Ave., N. W. (A to B) $1.20 using the Mileage Rate Zone System proposal.

7th & Penn. Ave., N. W. to 14th & "F" St., N. W. (B to C) $1.20 using the Mileage Rate Zone System proposal.

14th & "F" St., N. W. to 16th & "K" St., N. W. (C to D) $ .60 using the Mileage Rate Zone System proposal.

16th & "K" St., N. W. to 22nd & "O" St., N. W. (D to E) $1.20 using the Mileage Rage Zone System proposal.

Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Chevy Chase
Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Washington, D. C.
College
Catholic University
Trinity College
Gallaudet College
Georgetown University
Potomac River
District of Columbia
Virginia
Georgetown Channel
22nd & "O" St., N. W.
E
16th & "K" St., N. W.
D
14th & "F" St., N. W.
C
7th & Penn. Ave., N. W.
B
Union Station N. E.
A
Tidal Basin
Potomac
River
Washington
Channel
Lagoon
Waterfowl Sanctuary
Virginia
River
Anacostia
N
Washington, D. C.
Arlington County, Virginia
Arlington County, Virginia
Arlington County, Virginia
Arlington County, Virginia
Washington, D. C.
Scale 1:36,000
METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET
Approximately 60% plus.....
WASHINGTON, D.C.

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.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zor 1½ Mil
2.40 2 Zones 2 Miles
3.00 2½ Zo 2½ Mil
3.60 3 Zone 3 Miles
4.20 3½ Zo 3½ Mil
4.80 4 Zone 4 Miles
5.40 4½ Zo 4½ Mil
6.00 5 Zone 5 Miles
6.60 5½ Zo 5½ Mil
7.20 6 Zon 6 Miles
7.80 6½ Zo 6½ Mi
8.40 7 Zon 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

1.20 1 Zone 1 Mile	1.80 1½ Zones 1½ Miles	2.40 2 Zones 2 Miles	3.00 2½ Zones 2½ Miles	3.60 3 Zones 3 Miles	4.20 3½ Zones 3½ Miles	4.80 4 Zones 4 Miles	5.40 4½ Zones 4½ Miles	6.00 5 Zones 5 Miles	6.60 5½ Zones 5½ Miles

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Taxi fares for a trip originating at Union Station, wherein, 4 individual passengers use the same taxicab to get to their destinations. Each passenger sharing the same taxicab shall pay the full single passenger taxi fare.

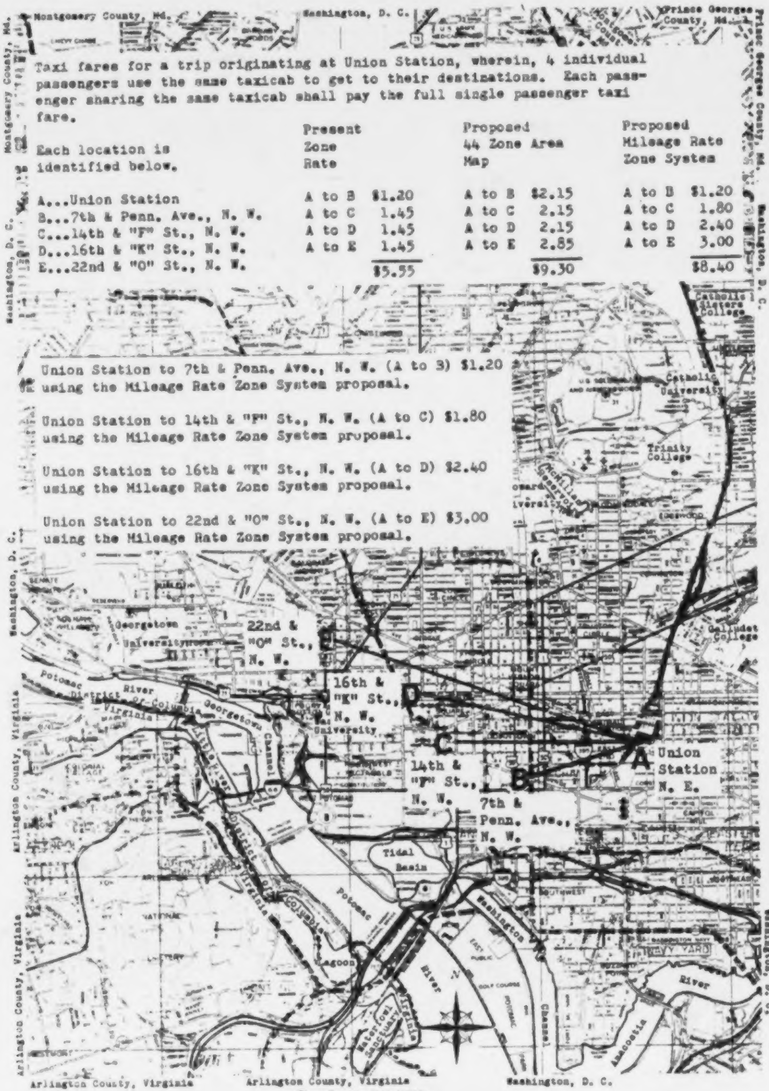
Each location is identified below.	Present Zone Rate		Proposed 44 Zone Area Map		Proposed Mileage Rate Zone System	
A...Union Station	A to B	$1.20	A to B	$2.15	A to B	$1.20
B...7th & Penn. Ave., N. W.	A to C	1.45	A to C	2.15	A to C	1.80
C...14th & "F" St., N. W.	A to D	1.45	A to D	2.15	A to D	2.40
D...16th & "K" St., N. W.	A to E	1.45	A to E	2.85	A to E	3.00
E...22nd & "O" St., N. W.		$5.55		$9.30		$8.40

Union Station to 7th & Penn. Ave., N. W. (A to 3) $1.20 using the Mileage Rate Zone System proposal.

Union Station to 14th & "F" St., N. W. (A to C) $1.80 using the Mileage Rate Zone System proposal.

Union Station to 16th & "K" St., N. W. (A to D) $2.40 using the Mileage Rate Zone System proposal.

Union Station to 22nd & "O" St., N. W. (A to E) $3.00 using the Mileage Rate Zone System proposal.


Montgomery County, Md.
Washington, D. C.
Prince Georges County, Md.
Catholic Sisters College
Catholic University
Trinity College
Gallaudet College
Georgetown University
22nd & "O" St., N. W.
16th & "K" St., N. W.
D
C
14th & "F" St., N. W.
B
7th & Penn. Ave., N. W.
A
Union Station N. E.
Potomac River
District of Columbia
Virginia
Georgetown Channel
Little River
Tidal Basin
Lagoon
Waterfowl Sanctuary
Washington Channel
Navy Yard
Anacostia River
Arlington County, Virginia
Arlington County, Virginia
Washington, D. C.

Scale 1:36,000

METERS 1000 500 0 1 2 3 4 5 6 KILOMETERS
1 0 1 2 3 MILES
5000 3000 1000 0 5000 10000 15000 FEET

Approximately 60% plus.....
STREET MAP OF
WASHINGTON, D.C.

.60 ½ Zone ½ Mile
1.20 1 Zone 1 Mile
1.80 1½ Zo 1½ Mil
2.40 2 Zone 2 Miles
3.00 2½ Zo 2½ Mil
3.60 3 Zone 3 Miles
4.20 3½ Ze 3½ Mil
4.80 4 Zone 4 Mile
5.40 4½ Ze 4½ Mil
6.00 5 Zone 5 Mile
6.60 5½ Zo 5½ Mil
7.20 6 Zone 6 Mile
7.80 6½ Zo 6½ Mi
8.40 7 Zone 7 Mile
9.00 7½ Zo 7½ Mi
9.60 8 Zon 8 Mile

Mileage Rate Zone System Taxi Fare Ruler . . . Copyright © 1979 . . . Irving Schiffer, Taxicab Consultant . . . 1344 Kennedy St., N.W., Washington, D.C. 20011 . . . Phone: 202 . . . 882-8377.

Monday, June 25, 1979

Ed Meyers
Special Assistant to the Mayor
District Building
14th & "E" St., N. W.
Washington, D. C. 20004

In Re: Hackers' License Appeal Board and a newly devised point system for cab drivers.

Dear Mr. Meyers:

I wish to respond to your letter of June 6, 1979, in regard to our taxicab industry. The possible changes to the Hackers' License Appeal Board and the establishment of a point system for cab drivers need more time for study.

At the start, I want to point out that we have a belief among far too many of those bureaucrats that have anything to do with regulating the taxicab industry, and, in particular its cab drivers...that the cab drivers must be punished in order to motivate them to do their job. Why cannot these same bureaucrats find every possible way to reward the cab drivers for doing their job...a job that is extremely hazardous.

It is quite easy for these bureaucrats to sit at a conference table, shuffle a few papers and decide on what is needed to force the cab drivers to do their job. The real world is out there on the streets...with all of its problems...behind the steering wheel of a taxicab...and not in a conference room. It always seems that these bureaucrats want to see how much they can hurt us, rather than how much they can help us.

These same bureaucrats should be required to drive a cab for not less than one year, with no other source of outside income, before they rewrite the rules with even more penalties.

I could understand the need for certain controls with penalties for our cab drivers if they were on the city payroll, earning not less than $20,000 a year. Why should the cab drivers be inflicted with unjust regulations, when they are self-employed and are strictly on their own? They have no guaranteed annual wage or other fringe benefits. They have no guarantee of any sort as to what they will make each working day...it is strictly potluck.

Everyone wants to be the cab drivers boss, be it the cab passengers, the entire police department, the general public and above all the bureaucrats that determine what we are to charge for our services and how we are to do our job.

Who polices these bureaucrats and their staff? What penalties must they suffer if they make any mistakes? Are they suspended 10 days for a typing error, 20 days for failing to answer a letter promptly or return a phone call, 30 days for not having the office files in an orderly condition, 60 days for being improperly dressed, etc.

Can a police officer walk into their offices and immediately begin to write out tickets so that they can be fined or jailed for every conceivable thing that they find wrong in how they dress or run their office? Of course not! Yet, this is what every cab driver must face everyday. What penalties are put on the cab passengers if they insult the cab driver, shortchange the cab driver, spill something in the cab, etc.? Everyone must be put on the honor system. They must be informed of their responsibilities and how best to carry them out.

As long as the cab drivers are forced to work with a lousy zone system, lousy rate system, lousy rules and regulations...you cannot help but get lousy service. As long as the bureaucrats insist on shortchanging the cab drivers, the cab drivers will continue to shortchange their passengers. Instead of always finding fault and putting the entire blame on the cab drivers...it is high time to put all of the blame where it really belongs...the Public Service Commission. The Public Service Commission has refused to take the necessary steps to replace the obsolete taxi zone system with its rates, rules and regulations. The Public Service Commission must be taken out of the taxicab business. A D. C. Taxicab Commission should be established and have complete charge of the taxicab industry. The D. C. Taxicab Commission could then replace the obsolete taxi zone system now in use with a new zone system. The D. C. Public Service Commission has been and will always be a dead end street.

As long as we have a zone system with zone areas of unequal size that is a jigsaw puzzle and a monstrosity, wherein, you make an exhorbitant profit on one trip only to have it wiped out on the next trip...how can we honestly expect to have the cab drivers like and support such a zone system? There is no justifiable reason as to

Continued on Page 2.

why the cab drivers should be forced to work with an obsolete zone system wherein approximately half of the trips are profitable and the other half of the trips are not profitable. There should be no such thing as good trips and bad trips...every trip should be a good profitable trip...there should be no such thing as a bad unprofitable trip.

Brock Adams, Secretary of the U. S. Department of Transportation has called on the automobile industry to re-invent the automobile. What we need here is to re-invent the taxi zone system. The obsolete taxi zone system now in use must be replaced immediately. A new re-invented taxi zone system has been available for years. It is the Mileage Rate Zone System. It creates zone areas of equal size, wherein, the cab passengers pay for the distance they travel. It makes every trip a profitable trip. That is as it should be.

The Metro bus drivers are making at least $15 per hour or more when you include all of their fringe benefits, such as, paid vacations, pension funds, health and accident insurance, overtime pay, bonuses, etc. The D. C. cab drivers are lucky if they can have a net take home pay of $3.50 per hour, plus all of the penalties for failing to perform to the satisfaction of everyone concerned.

These bureaucrats that earn over $30,000 and $40,000 a year want to make it harder and harder for a cab driver to make a decent living by putting him in a straightjacket of unreasonable zones, rates, rules and regulations. What they forget is that they are making it harder and harder to get desirable full time career cab drivers. What person in their right mind will want to become a cab driver, if they are confronted with all kinds of unneeded rules or regulations, calling for fines, suspensions and revocation of their license...and on top of all of this be willing to lose money on half of his cab trips.

Once upon a time we had a taxicab industry wherein 90% of the cab drivers were full time career professional cab drivers. We have seen a steady change over the years from 90% full time cab drivers to 90% part time cab drivers. This should be an obvious danger signal that there is something seriously wrong with the taxicab industry. Almost every cab driver must have some other source of income that can be used to subsidize or support their being a cab driver, such as, having a government or private job, a working wife or husband, a working son or daughter, be on a pension, etc.

What we must do first, is see to it that we attract more and more full time professional career cab drivers by making cab driving profitable. We must set as a target a net take home pay of not less than $8.00 an hour and do everything possible to achieve it. This is still much less than the hourly pay of a Metro bus driver. We must get away from the idea that the cab driver is the welfare department and must therefore give away his work.

The D. C. Public Service Commission has refused to make any changes in the type of taxi zone system we must use. The City Council has all of the authority it needs to pass legislation requiring the use of a Mileage Rate Zone System. The proposed change to a Mileage Rate Zone System will mean that on approximately 60% of the cab trips the rates will remain the same and on the remaining 40% of the cab trips the rates will go up or down according to the distance travelled. We must recognize the fact that using a taxi is a luxury. Travel stamps can be issued to those who need or want to use a taxi but cannot afford it.

Once the recommended changes have been accomplished, we should have an intelligence test given to those that want to become cab drivers. For those that have passed the intelligence test, the Hack Office would provide a one or two week training program. In the training program, emphasis can be placed on zones, rates, rules, regulations, service, etc., and how to perform their duties as a cab driver. The new cab drivers need and must have this sort of preparation, but, it must be based on a system that is fair and reasonable, and, see to it that they are given every opportunity to earn a decent living.

The Hack Inspectors' Office is in dire need of more personnel. They have been working without a full staff for months. The proposed point system will require a great deal of record keeping. Who is going to do it? Where is the money coming from to pay for the added staff? Let us first see to it that the Hack Inspectors' Office gets the money and staff it needs to do its present job without the added burden of keeping records on a proposed point system.

All that the point system succeeds in doing is to make mountains out of mole hills. We first need to know just how many police tickets are issued each month or year for each of the approximately 35 different offenses listed for the point system. All of these offenses have a $5, $10, $15, $20, $25 or more in fines. We need to know the exact amount of the fine for each offense listed. The cab drivers should not be subject to double jeopardy. The cab drivers learn their lesson the hard way when they are

Continued on Page 3.

fined and they do not need to have an additional punishment imposed upon them with the point system.

Many of the listed offenses should be abolished. We should leave it up to the good judgement of the cab drivers to do what is best for them at any given moment or time of day. Keep in mind that the cab is also used as the cab driver's personal car.

OPERATING WITHOUT CRUISING LIGHT TURNED ON (should be dropped)

A cab driver operating his cab with or without his cruising light turned on, is a matter of personal judgement and a way of safeguarding his life, if he has any reason for suspecting that a prospective cab passenger might hold him up. The cab driver must rely on his intuition in such cases. Of course, many honest passengers might be inconvenienced because of the existing crime problem faced by the cab drivers. It is far better for the cab drivers to be safe than sorry.

The cab drivers would like it to be a perfect world when it comes to their safety in picking up cab passengers. But, unfortunately nothing in the world is perfect. There is only one law that the cab drivers must put ahead of all other laws when they are working all alone on the streets of our city...that is the law of self-preservation. The cab drivers are not the cause of the crime problems, they are the victims of it. Naturally, a certain amount of good service is lost because of the crime problem. We must all learn to live with it.

FAILED TO PULL COMPLETELY IN TO THE CURB (should be dropped)

It is virtually impossible to comply at all times with this regulation due to traffic conditions. A cab driver cannot at all times be in the lane closest to the curb on the possibility that a prospective cab passenger might be in the same block, next block or three blocks down the street. Traffic problems can make it extremely dangerous to try discharging or picking up a passenger next to the curb.

All that one needs to do is observe how the bus drivers pickup and discharge passengers. The bus drivers are in constant violation, but the real world out there makes it almost impossible to comply with the best of intended regulations. We have to allow the bus drivers and the cab drivers to use their best judgement at the moment they pickup or discharge a passenger.

Naturally, we must have guidelines that we want to encourage the bus drivers and the cab drivers to use whenever in their best judgement it can be done. In the case of the bus drivers, they have street space set aside for the purpose of picking up or discharging passengers. The cab drivers have virtually no such set aside spaces for the purpose of picking up or discharging their cab passengers. Taxistands serve primarily only to pickup passengers. We must leave it up to the cab drivers to do what in their judgement is best at the time and place it happens.

Virtually everyone has accepted this way of doing things as a fact of life, be it the private motorists, bus drivers, truck drivers, cab drivers, bus passengers, cab passengers, pedestrians, etc. What we are doing now, while not perfect, is best left alone.

PARKED AWAY FROM TAXISTAND (needs to be explained as to its intent)

PARKED LESS THAN 100 FEET FROM TAXISTAND (should be dropped)

The cab drivers should be able to park their taxis wherever it is convenient and legal regardless of how close it might be to a taxistand. The cab driver may need a coffee break, restroom stop, take care of business, etc.

LOITERING WHILE OPERATING A TAXICAB (should be dropped)

Most loitering that I have seen does not impede traffic. It is usually in front of a hotel where there ought to be a taxistand. Such loitering serves a useful purpose. It makes it easy for the hotel doorman to get a cab. The police officer should just tell the cab driver to move on if he has determined that there is a need to do so. If the cab driver refuses to move on, the police officer should give him a ticket.

Continued on Page 4.

Page 4. Ed Meyers, Special Assistant to the Mayor..from Irving Schlaifer..Monday, 6-25-79.

FAILED TO DISPLAY LICENSE I.D.

The cab driver may have forgotten to take the I.D. card from his pocket to display it in his cab. As long as the cab driver has it on his person, all that the police officer needs to do is warn him to properly display it. If the cab driver has no I.D. card to show the police officer, he should get a ticket for failure to have it with him while operating his cab.

LEFT LICENSE I.D. IN TAXICAB VEHICLE (should be dropped)

It should not be necessary to always have to constantly remove or put back the I.D. card. I believe in New York City the cab drivers are allowed to leave their I.D. cards in their cab. It should be at the discretion of the cab driver to leave his I.D. card in the cab or take it with him. I have left my I.D. card in my cab on several occasions. No one attempted to steal it. It is perfectly safe in the cab. Yes, someone could have stolen it, but it has never has happened. In fact, if anything will be stolen, it will be the entire cab.

DID NOT GIVE PASSENGER FARE RECEIPT ON REQUEST

The cab passenger should make every effort to have the fare receipt filled out by himself as to where the trip originated, terminated, date, time of day, the name and number of the cab, etc. The cab passenger has all the time needed to do so while riding in the cab to his destination. The cab driver has all he can do to just drive the cab safely, let alone become a bookkeeper and make out a receipt in heavy traffic. All that the cab driver should have to do is fill in the correct amount of the fare collected and sign his name. The cab passenger must also have certain responsibilities in helping to fill out his part of the fare receipt because traffic conditions may make it almost impossible for the cab driver to park long enough to fill out a fare receipt.

FAILED TO DISPLAY AUTHORIZED RATE CHARTS
FAILED TO DISPLAY AUTHORIZED ZONE MAP

These two items could very easily be taken by a cab passenger as a souvenir without the cab driver ever knowing it. All that the police officer should do is warn the cab driver to replace them as soon as possible. In fact, the Hack officers should make it their business to carry extra copies of the rate charts and zone maps so that they can give them to the cab drivers whenever they are in need of them.

IMPROPERLY USED ON CALL SIGN (should be dropped)
IMPROPERLY USED OFF DUTY SIGN (should be dropped)

These signs should be used at the discretion of the cab drivers at all times. The cab driver may have a sudden emergency to take care of, be it a sick wife, husband, son or daughter, their own sudden illness, return a lost suitcase, briefcase or umbrella, need to make a restroom stop, etc. The great number of available empty cabs virtually eliminates any delay a cab passenger wanting to get a cab may experience because a cab or two may pass him up when displaying an on call sign or an off duty sign. The cab drivers' need to earn a living will make them use such signs as little as possible.

CHARGED INCORRECT FARE

The cab passengers should have the responsibility of knowing what their correct fare should be on any zone trip they take. In fact, the cab passengers should be requested to state the amount of their taxi fare when giving the destination of their trips. If the cab passenger is wrong, the cab driver can make the correction. If the cab passenger is overcharged, the cab driver can make a refund.

FAILED TO TAKE MOST DIRECT ROUTE TO DESTINATION

It is important that we have shared riding as a means of saving energy. Naturally, on some trips the most direct route may not be taken. With the zone system, the taxi fare remains the same no matter which way the cab driver goes. There may be valid reasons for the cab driver to take the long way. On rare occasions the cab passenger may demand a certain route. When this happens, the cab passenger should expect to pay the $7.00 hourly rate to get what amounts to express service, or, pay for every empty seat in the cab and thereby have the exclusive use of the cab for his particular trip.

The other offenses can be discussed at our next meeting and the question of what to do with the Hackers' License Appeal Board can also be discussed at that time.

Sincerely yours,
Irving Schlaifer

Irving Schlaifer, Chairman, Emergency Taxicab Committee, 1344 Kennedy St., N. W.
Washington, D. C. 20011 Phone: 202...882-8377

Wednesday, August 27, 1975

D. C. Public Service Commission
1625 Eye St., N. W.
Washington, D. C. 20006

In Re: Order No. 5727
Formal Case No. 577
Served, July 24, 1975

Dear Commissioners:

In my amended petition filed, Thursday, August 21, 1975, I submitted 22 proposals.

I am submitting the enclosed 9 pages dealing with proposals No. 1 and No. 2.

I will file additional information explaining the need for the adoption of the remaining proposals.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, Chairman
Emergency Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: TUckerman 2-8377

Friday, September 5, 1975

D. C. Public Service Commission
1625 Eye St., N. W.
Washington, D. C. 20006

In Re: Order No. 5727
Formal Case No. 577
Served, July 24, 1975

Dear Commissioners:

In my letter of Wednesday, August 27, 1975, I stated that I would submit the remaining information explaining the reasons for proposals 3 thru 22.

The enclosed pages 10 thru 18 explains the need for each of these proposals.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, Chairman
Emergency Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: TUckerman 2-8377

1. To replace the taxi zone system now in use, made of 26 zone areas of unequal size, with a floating zone system having zone areas of equal size, the mileage rate zone system (MRZS);

The oppressive taxi zone map now in use is the main reason why taxi service in D. C. has gone to hell! It is the reason why our taxicab industry that once had 85 percent of its drivers working full time, now has 90 percent of its drivers working part time.

Over the years, represented by all of the oppressive taxi zone maps in use since 1935 thru 1975, the D. C. Public Service Commission (PSC) has deliberately ignored the interests of the public and the legitimate needs of the taxicab industry by inflicting cruel and unusual punishment on the D. C. cab drivers by making it mandatory that they must use these sadistic taxi zone maps. The use of the rigidly fixed boundary lines made up of arbitrarily selected streets, creates zone areas of unequal size. The oppressive 1935 taxi zone map had 4 such zone areas, making it possible to get a one zone ride of over eight miles for as little as 20¢. The 1973 taxi zone map is the most recent to be authorized by the PSC for use by the D. C. cab drivers, it is just as oppressive as are all of the other previously authorized zone maps, it has 26 zone areas of unequal size.

Each of these taxi zone maps are a monstrosity and a jigsaw puzzle. With any of these taxi zone maps you can make an exorbitant profit on one trip, only to have it wiped out on the next trip. With the oppressive 1973 taxi zone map now in use, a six block trip can cost as little as 70¢ within zone areas 1-A, 1-B, 1-C or 1-D, or, can cost as much as $1.65 from zone area 3-C to zone area 4-D, or, a five mile trip can cost as little as 85¢ within a single zone area, such as, 3-D or 4-D.

In each of these taxi zone maps, the zone boundary lines automatically becomes a no-man's land. Those cab passengers unfortunate enough to be living within 1, 2, 3, 4, 5, or 6 blocks of a zone boundary line and wanting to use a cab to go a short distance of 1, 2, 3, 4, 5, or 6 blocks, but where it is unavoidably necessary to cross a zone boundary line, learn all too soon that they must pay at the least a 2 zone charge. With the oppressive 1973 taxi zone map now in use, that makes it a charge of $1.25, whereas, the same short ride within our least expensive zone areas 1-A, 1-B, 1-C or 1-D, the charge would only be 70¢, or, 55¢ less. Is it any wonder that virtually all such short trips have been virtually eliminated by the action of such would-be passengers, who refuse to be taken for suckers and, therefore, even though they would prefer to ride a cab these short distances, walk instead. But, what about those cab passengers that live in the high crime areas? It is a matter of life or death to them. Their need to ride a cab is an urgent matter of self-protection and self-preservation for such short distances. Must these unfortunate cab passengers be forced to pay these exorbitant cab rates just because of a PSC that couldn't care less about them? This is just another example of the abusive use of its authority that the PSC has forced upon these helpless cab passengers. There is no excuse or justification for allowing such rotten treatment of our short trip cab passengers to continue.

The only possible and satisfactory solution to this problem, is to create zone areas of equal size, wherein, the cab riding public pays for the distance they travel. It can be best achieved by adopting the mileage rate zone system (MRZS), a floating zone system based on the straight line measurements, the airline distance, 80¢ for the first mile, 40¢ for each additional half-mile and 40¢ for each additional passenger. The MRZS will decrease the rates where needed, increase the rates where needed, and, leave the rates unchanged where needed. Approximately 60 percent of the cab riding public will pay no increase in rates.

The only way to stop what has been deliberately allowed to happen and to be perpetuated at everybody's expense, is to make all of the needed changes necessary to correct all of the years of abuses that the cab drivers and their cab passengers have had to put up with. The cab drivers have always been ready, willing and able to give excellent cab service. But, as long as the PSC forces us to work with lousy rules, lousy regulations and a lousy zone system, the cab riding public will continue to get lousy service. As long as the PSC chooses to use sadistic methods to force upon the cab drivers unhealthy, unprofitable and unrewarding working conditions, the cab drivers will use every method possible to avoid being unfairly taken advantage of. As long as the PSC continues its policy of shortchanging the cab drivers, the cab drivers have no other choice but to shortchange their cab passengers. As long as the PSC chooses a policy of punishing the cab drivers, rather than a policy of rewarding the cab drivers, the taxicab industry will always be one wherein most of the cab drivers are always looking for a way out of it, rather than a way to continue to stay in it.

New cab drivers are always needed to replace those cab drivers leaving the cab business. Talented cab drivers have become very scarce and are needed more than ever, but, the PSC by its abusive policy toward them, have caused most of the talented cab drivers to leave the cab business and seek other occupations where their talent is appreciated and rewarded. Thus, the taxicab industry is left with far too many cab drivers that fight the system, rather than work with it, cab drivers that lie, steal and cheat, cab drivers that care not how they treat their cab passengers with their abusive manners, reckless driving, dirty cabs, unsafe cabs, unwillingness to be courteous, helpful and informative, etc.

The staff of the PSC wants to be well paid for what they do, but they look down their nose at the cab drivers and have ordained to themselves the unquestioned right to see to it that the cab drivers are never well paid for what they are required to do. The PSC staff seems to enjoy a sadistic belief that we are the Welfare Department and must therefore continue their policy of forcing the cab drivers to continue to give away their work.

Unfortunately, we are unable to be at the offices of the PSC 8 hours a day to see to it that every wrong recommendation that is made to the Commissioners are corrected at the very moment it is made or completely stopped, that other far better recommendations are made for the Commissioners to consider.

The cab drivers and cab riding public are made to suffer unnecessarily because of an incompetent staff, incompetent Commissioners and a shortage of staff help. The turnover in staff help always brings in incompetent employees that must decide our fate. They become the overnight experts, experts on nothing. The poor cab drivers and the poor cab passengers are made to suffer because we are locked into a vicious system that has been deliberately contrived to "con" the public into believing that only the bureaucrats know what is best. The bureaucrats in the PSC, have over the years, "conned" everyone into believing that the taxicab industry has no one in it with a talent to do anything right. These same bureaucrats make certain that everything that goes wrong, is always blamed on the taxicab industry and never on themselves.

The PSC is big business oriented. The gas, electric and telephone companies come first. The taxicab industry is treated like on unwanted child. The taxicab industry is always put on the back burner. The PSC will get around to the problems of the taxicab industry only when it is damn good and ready. This taxicab rate case was started July 12, 1972. It has now gone into its 4th year. Where in this country or where in this world has a taxicab rate case ever taken so long? The PSC must have long ago set a world record as to the amount of time a taxicab rate case needs to be completed. Taxicab rate cases in most cities and counties are completed within 3 to 6 months. It shouldn't have taken more than 6 months to complete this taxicab rate case.

The recommendation that each cab be assessed $25 would have put in enough money into the "Taxicab Fund" with which to have paid an outside consulting firm to have prepared a decent taxicab rate case. No crash program would have been needed.

In fact, this fund could be used to compensate those that participate in these hearings and prepare meaningful proposals and recommendations. It is high time that something be done to adequately compensate those that work hard and conscientious in these taxicab rate cases that are not in any way compensated. The staff, the Commissioners, the consultants and the lawyers are all well paid for what little they do, but, what about the others that contribute of their time and money to make their worthwhile suggestions and proposals available for consideration. This could be put in the category of research and developement. Everyone in the taxicab industry should be encouraged to be a participant. No idea, suggestion or proposal, no matter how small, should not be overlooked and each should be seriously considered. This business of everyone being able to go for a free ride at the other person's expense should be stopped and stopped at once. If the taxicab industry is to benefit by the efforts of the few, then let the few be paid for what they do. Let the entire taxicab industry pay their fair share of getting these benefits.

The way it is now, a few hearings are held, a lot of papers are shuffled, the recommendations that are made, whether good or bad are theoretically numbered and tossed into a large barrel and thoroughly mixed. A blindfolded judge makes a random selection of these numbered recommendations to be adopted and put into official use until the next formal taxicab rate case has been completed.

Such shabby treatment of the taxicab industry and their cab drivers has created a sterile industry. We have witnessed for far too many years the destruction and near death of our taxicab industry, all because of the unqualified and incompetent makeup of the PSC. The guilty finger has always been pointed at the taxicab industry and their cab drivers. Thus, we have been studied to death and nothing good has ever come of it. The guilty finger must be pointed at the PSC. The PSC should be studied to death for a change. The record of the shabby way that the PSC has treated the taxicab industry, the cab drivers and the cab passengers should be enough to make any sensible person say "Let's get the PSC out of the taxicab business. They are not fit to run it any longer." If the PSC ran a large downtown department store the way the run the taxicab industry, they would have been fired long ago.

Anytime anyone suggests something that puts extra work on the desks of the PSC staff, they won't touch it with a ten foot pole. The bureaucrats that work at the PSC want everything organized in their favor. These bureaucrats take the attitude that you are working for them and that they are not working for you. These bureaucrats do not want you to rock-the-boat or make waves. Their policy is to make no change whatsoever in the way that they work or do things. Changes means extra work for these lazy bureaucrats and God help anyone that will suggest changes and make extra work for them to do. These bureaucrats know just what time they have to get to work, what time they have to eat, what time they have to go home, when to take an extra day off, when to go on sick leave, when to take their vacations and when to get their pay checks. In other words they come first —— the taxicab industry, the cab drivers and the cab passengers come last.

Now, we will have to face the spectacle of the PSC staff and its 3 Commissioners stumbling all over themselves trying to end this taxicab rate case as fast as they can. One needs only to read Order No. 5727, issued July 24, 1975, but, you do need to "read between the lines" and it becomes quite clear that the easiest and quickest way to end this endless taxicab rate case is too simply say, "You are granted a 30 percent rate increase on the taxi zones only. There will be no other changes, be it the zone boundary lines or other service charges."

If this to be the net result of all of the hard work put in by everyone, than what the PSC is really saying is, "That you are wasting your time and money trying to change anything. We are not for change of any kind where it calls for the scrapping of the taxi zone system now in use and having it replaced with the MRZS, or, any other zone system." In effect, what the PSC is really saying is, "We are going to give you more money for doing the same lousy job."

One might ask, "Why would the PSC want to do something like this?" The answer is that the PSC has always had a history of wanting taximeters. The only way that taximeters can be forced upon everyone is to keep as many people as possible unhappy, frustrated and angered by the taxi zone system now in use, be they cab drivers or be they cab passengers.

The PSC has made up its mind long ago to want taximeters and the only way for the PSC to get taximeters accepted is too keep everything as rotten as they can, for as long as they can, until the U. S. Congress, the cab drivers and the cab passengers demand that they get something better, even taximeters, if that is the only way to improve things. In spite of all of the tricks used by the PSC to get taximeters accepted, their underhanded way of scheming has always backfired on them.

Just about every five years the controversy of making taximeters mandatory or keeping the taxi zone system, is brought up again. Each time that this has happened the overwhelming majority of those in the taxicab industry has opposed having taximeters made mandatory.

The PSC, when it comes to the taxicab industry, has always had a "public be dammed" policy. It has, over the years, been successful in maligning the U. S. Congress as being the ones to be blamed for the so-called big zone area one. The PSC has very cleverly convinced the press, the cab drivers and the cab passengers that we are stuck with this rotten taxi zone system because their hands are "tied" by the restrictions placed upon them by the U. S. Congress that stops and keeps them from ordering the use of taximeters. The PSC has always had all of the authority is has needed to scrap the taxi zone system now in use and replace it with another zone system, but, they have refused to do so.

The PSC is not about to authorize any new zone system, especially one that has been known to them for almost 20 years, the MRZS. It would ruin their so-called professional reputation to have the MRZS adopted and proven to be a successful replacement for the obsolete taxi zone system now in use. The PSC's reputation is more important than serving the interest of the public and the interest of the taxicab industry. The PSC will continue their obscene "coverup" to prevent the adoption and use of the MRZS even though the $15,500 Taxicab Study completed in April 1974 and ordered by the U. S. Congress, recommends the MRZS as a suitable replacement for the taxi zone system now in use.

One would think that the PSC would be pleased with this recommendation and accept it, but, the opposite is true. The PSC is doing everything it possibly can, to drag its feet when it comes to adopting the MRZS. The PSC has used every excuse it can to avoid using the MRZS. Now, that the April 1974 Taxicab Study has recommended the use of the MRZS, the PSC can no longer use the same old tired excuses that they have used in the past to get around having to use the MRZS. The April 1974 Taxicab Study has embarrassed the PSC. There's nothing worse than having a regulatory agency such as the PSC, being told by an official taxicab study, that they have been absolutely "wrong" all along. After all, the PSC can do no "wrong", they are after all, the professionals, and we in the taxicab industry are the amateurs.

If anyone attempts to fight the system, in this case the PSC, then be ready for their bureaucrats to gang up on you and use every trick in the book to stop you, no matter how right you might be. The taxicab industry has always been a coward when it comes to dealing with the PSC. The taxicab industry has always backed down from the fear of the uncontrolled power that the PSC has exercised over them all of these years. We have seen the result of the PSC's arbitrary control and treatment of the taxicab industry. No one is satisfied. The cab drivers are poorly paid and the cab passengers are poorly served.

We have heard of police brutality, but, what about the PSC's brutality toward the cab drivers and the cab passengers? The PSC has a strangle hold on the throats of the cab drivers and the cab passengers. How long must we continue to be brutalized by a high-handed PSC? Someone should take the PSC to court and file a class action suit against the PSC for not less than 100 million dollars for the over 40 years of abuse that the PSC has forced upon the taxicab industry, the cab drivers and the cab passengers. That would be one way of being somehow justly compensated for all of the years of rotten conditions that we have been forced to put up with and live with for all of these years. There is no reason for the PSC to be immune from such law suits. If the laws on the books make the PSC immune, then the laws should be changed to make certain that they are no longer immune. Doctors and lawyers are subject to malpractice suits. The PSC should also be subject to malpractice suits, subject to making monetary settlements to the damaged party.

The best answer to all of this, is to return to the free enterprise system. We do not need to be regulated to death. Let each cab company or each cab driver determine for themself on how best they can operate profitably. Let the paying cab passengers be the final judge as to what company or cab driver they will choose to deal with. It will then become the survival of the fittest and only the fittest should survive. The way it is now being done far too many of the unfit survive. Had we had the free enterprise system in operation, the MRZS could have been put to the real test in the open marketplace. The MRZS would have been proven the world's greatest success or the world's greatest flop. The free enterprise system would eliminate the need for all of us from having to try to convince everyone concerned that their idea is better than the next guy's idea. The way it is now the bureaucrats at the PSC are scared to death of any new idea. As for the so-called management segment of the taxicab industry, a new idea would kill them. We have put up with a do nothing PSC long enough. For that reason alone, the taxicab industry would be far better off under the Department of Licenses or a Taxicab Commission.

Everyone wants easy answers to a very serious problem. They want answers that require very little or no work. There are no easy answers. There are answers that are very worthwhile, but, only if everyone works at it. We cannot forever put off doing anything, only on the argument that we must be dead sure that a given proposal is without a flaw in it, we will be dead being sure. It is because of the great many flaws and other deficiencies with the taxi zone system now in use, that it is of the utmost importance and dire necessity that some other zone system be used to replace it immediately. Far too much time has been wasted in trying to get the bureaucrats at the PSC to do something about it. There is no reason to delay the decision any longer. The MRZS is the best proposal thus far submitted to the PSC. The MRZS is a well established rate computing method and can be easily used to compute taxi rates.

Most everything is a slow process of change. We must always want the best and never settle for less than the best. The automobile was orginally called the horseless carriage. The automobile has been constantly changed and improved. All the result of free enterprise and ingenuity. The consumer has been a lot better off because of it. But, unfortunately for all of us, the PSC has taken the position that we are locked into only one type of taxi zone system. The PSC has done everything it can to stop those of us that want changes made for the better.

How can we expect any worthwhile results, when the PSC staff chooses the negative way of doing things rather than the positive way, when the PSC staff chooses the hard way of doing things rather than the easy way, when the PSC staff chooses the wrong way of doing things rather than the right way and when the PSC staff chooses to bury its head in the sand like an ostrich so as to hear nothing, see nothing and know nothing wrong in whatever it does? How can we expect any worthwhile results from the PSC when there is such a turnover in their staff, shortage of help, such pressures on the staff to meet deadlines, etc., yet, we cab drivers and cab passengers become the victims of their sick recommendations? Simply stated, the taxicab industry has become the PSC's political football---just kicked around every way that one can be kicked around.

We are sick and tired of the phony reasons that the PSC uses to justify their recommendations. We are sick and tired of the way we have been treated, are being treated and will continue to be treated. We are sick and tired of the rotten rules, rotten regulations and rotten taxi zone maps that the PSC has forced down our throats. We are a sick taxicab industry because of the sick minded way the PSC has seen fit to treat us. The medicine that the PSC keeps dishing out, makes us even sicker. The PSC will never have any real cure for us as long as they continue to use the same old medicine and the same old treatment for our sickness. The so-called medicine and the so-called treatment that the PSC is using and forcing us to swallow will eventually kill the patient. We will never become a healthy taxicab industry as long as we must continue to rely on an incompetent PSC to cure our problems.

For the time being we are stuck with the PSC. The only way that we can become a healthy taxicab industry is to use every right new way of doing things. It can only be done by replacing everything that is rotten, with everything that is wholesome and healthy for everyone concerned. The first and foremost change that is needed, is to replace the obsolete taxi zone system now in use with the MRZS.

The taxicab industry and the cab drivers cannot do its part of the job right if they are constantly given the wrong tools to do their work with. The taxi zone map now in use is one of the worse kind of tools that we must work with. It is like telling a professional carpenter to cut a 12 foot length of board into four 3 foot lengths of board, and, that he can only cut it with a hammer and a chisel. Of course, it can be cut with a hammer and a chisel, but, everyone would say, "Why cut the 12 foot lenght of board the hard way, when there is a better and easier way of cutting it---with a saw."

Simply stated -------- 40 years of the obsolete taxi zone system now in use is enough!!!!!

2. To set the fare for the mileage rate zone system with straight line measurements based on the airline distance between points, at 80¢ for the first mile, 40¢ for each additional half-mile and 40¢ for each additional passenger;

The selection of these MRZS rates follow the basic rates now being used with our present taxi zone map, wherein, the lowest starting one zone rate is 85¢ and 40¢ more for each additional zone line that is crossed. The lowest starting one zone rate with the MRZS is 80¢ and 40¢ for each additional zone line that is crossed.

The MRZS rates are similar to the going rates of the nearby jurisdictions of Montgomery County, Md., Prince George's County, Md. and Arlington County, Virginia. Each of these counties border D. C. Their starting rate is approximately $1.00 for the first mile and 60¢ for each additional mile, or, $1.60 for the first two miles. The MRZS rate is $1.60 for the first two miles. Each extra passenger is charged 50¢ on an interstate or inter-county trip in the two mentioned Md. counties, 40¢ is charged for each extra passenger in Arlington County, Va. The MRZS calls for a charge of 40¢ for each extra passenger.

The three counties use a time and mileage taximeter, whereas, the MRZS is a flat-rate zone system based on a straight line measurement, the airline distance between points. The 20¢ more per mile rate set for the MRZS is needed in order to be similar to the over-the-road time and mileage taximeter rates on the average cab trip taken by the cab passengers. A great many of our cab passengers are quite familiar with the taximeter rates and would therefore find it easier to understand and accept the rates that would be used with the MRZS. The taxi zone map now in use and the rates that go with it make little or no sense to them. The D. C. residents will readily accept the MRZS because it is easier to understand and they can easily compute the rate themselves. The professional D. C. cab drivers find that the D. C. taxi zone map now authorized makes no sense. If the professional cab drivers find that it makes no sense, then how in the world can the cab passenger be expected to make sense out of it?

We also have a very serious and an ever increasing problem with the present taxi zone system, wherever there are new buildings being built or have been built in zone area one. These are the new office buildings or apartment buildings that have been built or are being built at 18th, 19th, 20th, 21st and 22nd streets. The same thing is true at North Capitol Street, 1st, 2nd, 3rd and 4th streets. The same thing is true of locations in zone area two, located near zone area one. Many of our cab passengers are stuck with having to pay for a 2 zone trip, or, a $1.25 for a ride of less than 10 block, and yet, they can take many different single zone rides of over 3 miles and pay only 85¢. The cab passengers, once they have been "taken" by being forced to pay $1.25 for a short ride, just make up their minds to eliminate taking the short but exorbitantly expensive rides and make certain to take the extremely inexpensive long rides for only 85¢. The MRZS would change all of this. It would reduce the price of the short 2 zone ride to 80¢ and increase the price of the long 3 mile one zone ride to at least $2.00. This sort of rate change would make sense to the cab passengers and they would accept it.

It makes no sense to continue the senseless practice of overcharging our short trip cab passengers. They are not dumb. They know what is fair or what is not fair. We must also concern ourselves with the one zone cab passengers. We must not keep on pushing up the price of the one zone ride so sky high, that we lose even more of our cab passengers.

If the proposed 28 percent rate increase is applied to the taxi zone system now in use, a one zone ride would become $1.10 for one passenger, or, 80¢ each for two or more passengers when group riding. The MRZS would be only 80¢ for one passenger and only 40¢ for each additional passenger. Since a great many of our one zone rides are one mile or less, the MRZS would actually lower the rate to be charged to our cab passengers by a considerable amount, as compared to the rate recommended to be charged under the present taxi zone system. Let us not forget that this MRZS taxi rates were first proposed 20 months ago, January 1974.

We must hold on to all of our short trip cab passengers. We must get back those short trip cab passengers that have stopped riding our cabs because of the unreasonable high fares This can only be done by adopting the MRZS and the rates that go with it. Admittedly, we will lose some of our cab passengers because of the higher rates for the longer distances that they will travel. This will not cause the cab drivers any loss in earnings. The cab drivers will put less wear and tear on his equipment because they will not have too run these long trips at a loss in time and money. In fact, they will become even better cab drivers because the MRZS will now make every trip a good trip. The cab drivers will no longer have to be forced to take the bad trips, the trips that make them lose time and money.

The taxi zone system now in use and the rates that go with it, have virtually wiped out all of the family use of cabs in D. C. About the only families that make use of the D. C. cabs are the out-of-town families that do not know what the cab rates are. They have almost no choice but to use our cabs because they are very concerned about getting lost in a strange city and because they are even more concerned about the serious crime problem in D. C. Practically every out-of-town visitor complain to us about our high cab rates for their families. They are shocked beyond belief, when their cab drivers tell them the price of their cab ride. Next year, millions of out-of-town visitors and their families will be here for the Bicentennial Celebration. Are they to be "ripped off" because the PSC refuses to do anything about it? Why not solve this problem by adopting the use of the MRZS and give these families something that they can readily accept?

The zones and rates now being used outrageously overcharges or undercharges the out-of-town visitors to the Nation's Capitol. For example, a trip from the Lincoln Memorial to the Washington Monument is a 2 zone trip. A single passenger must pay $1.25, two or more passengers are required to pay 80¢ each. Therefore, a family of 7 would have to pay $5.60 for a ride of less than one mile and taking less than 5 minutes to complete. But, on a trip from the Library of Congress Annex to Dupont Circle, the same family would pay only 60¢ each for a one zone ride, or, $4.20 for a ride of over 3 miles and taking at least 15 minutes to complete. Naturally, the two different trips with such a different rate charge, distance travelled and amount of time to complete, only angers and confuses the out-of-town visitors.

The proposed MRZS rate of 80¢ for the first mile, 40¢ for each additional half-mile and 40¢ for each additional passenger, would make the family rate from the Lincoln Memorial to the Washington Monument $3.20 instead of the $5.60 now being charged, a savings of $2.40.

The trip from the Library of Congress Annex to Dupont Circle would become $4.80 instead of the $4.20 now being charged, an increase of 60¢. Thus, the rates charged would be realistic to everyone concerned, as to the distance travelled and the time needed to complete the trip.

The proposed 28 percent fare increase would make the fare from the Lincoln Memorial to the Washington Monument $1.05 each, or, $7.35. The proposed MRZS rate would be only $3.20, a savings of $4.15. The proposed 28 percent fare increase would make the fare from the Library of Congress Annex to Dupont Circle 80¢ each, or, $5.60. The proposed MRZS rate be only $4.80, a savings of 80¢.

We must not go sky high on our taxi rates, otherwise, we will price ourselves out of business. These sky high prices will cause our cab passengers to turn to riding buses, buying their own cars, car pooling, hitch hiking, riding bicycles or walking. We are not like the electric company where their customers have no choice but to use their services. Our cab passengers have many other ways or choices to get to where they are going, that way they can avoid being forced to pay higher prices. That is fact of life that we are going to have to live with.

The proposed 28 percent rate increase, if applied to the taxi zone system now in use, and, if applied to a one zone ride for just one passenger, that passenger will have to pay $1.10 minimum. As soon as we push the price of a one zone ride over $1.00, we are going to be faced with a tremendous resistance to the paying of this price on the part of our cab passengers. In simple words, we are going to lose a lot of cab passengers. But, if we make it possible for our single cab passengers to still get a ride for less than $1.00, we will still keep them as cab passengers. The proposed MRZS rate for a single cab passenger will only be 80¢. The 80¢ rate will keep all of our single cab passengers riding cabs, whereas, the rate of $1.10 will not. Many bus riders will want to ride cabs with an 80¢ rate.

Our cab passengers are not all that dumb. They know when they are being treated fairly. When they know that they are being treated unfairly, their reaction will be to boycott the use of taxicabs. Simply stated, we just cannot afford to lose anymore cab passengers, especially the short trip cab passengers. The short trip cab passengers is our bread and butter. Without the short trip cab passengers, the cab business will be virtually wiped out.

We are already a depressed business. We once had as many as 10,500 licensed cabs. We now have approximately 8,000 licensed cabs. Even with approximately 2,500 fewer cabs the taxicab industry is still in serious trouble. We are a financially unstable industry because we have lost far too many of cab passengers. We will continue to lose even more cab passengers unless we take an entirely new approach as to how we pick the taxi zone system that we will use and the rates that will be used with the taxi zone system that is selected.

We have lost far too many of our cab passengers for other reasons as well. Everytime the cab drivers think that they are making it, the bureaucrats comes along and decides that more bus riders are needed and that the cab passengers ought to be riding buses instead. These bureaucrats get federal grants to provide free shuttle buses, 10¢ and 25¢ shuttle buses, buses for the elderly, cut-rate shuttle buses in the Mall area operated by the Tourmobile, the subway system for the metropolitan area, the subway system to the Washington National Airport and eventually to the Dulles International Airport. Virtually every cab driver will pass up a passenger at one corner, to get the cab passenger at the next corner going to the Washington National Airport. The cab drivers know that the average airport trip is worth at least $3.50, and, if they are really lucky, their gamble pays off with a $18.00 trip to the Dulles International Airport.

What will these cab drivers have to turn too, when these bureaucrats slowly but surely turn off their only source of business? As far as these bureaucrats are concerned, it is everything for the mass transit operators and the hell with the cab drivers, the cab drivers are expendable!!! Their attitude is to give everything to the mass transit operators, give the mass transit operators all of the subsidies they will need to make up for their losses, give the mass transit unions sweetheart contracts, give everyone that has their hands out for financial support for mass transit everything they ask for. But, when it comes to the cab drivers putting their hands out for some of that "loot", the bureaucrats tell them to get lost, that they are too busy taking good care of everybody involved in mass transit.

The bureaucrats that regulate us, have been taking the same attitude towards the cab drivers. The order of the day is to "screw" the cab drivers in everyway that is possible. Their attitude is, that if the cab drivers are too damm dumb to ask for it, then the cab drivers are too damm dumb to deserve it. You don't ask, you don't get. If the cab drivers do ask for something, the bureaucrats attitude is to tell them that they are asking for too much and then give them nothing. Nothing added to nothing, will still get you nothing, and, yet, these bureaucrats that regulate us still have the "gall" to demand that we should give better service without their having to give the cab drivers better regulations, zones and rates. These bureaucrats have got to be out of their minds to expect the cab drivers to give superb service under these oppressive conditions.

The MRZS can be readily accepted by the cab drivers and the cab riding public if it is properly merchandised. All that we need to do is to borrow some of the proven ideas used by mass transit. The bus companies are permitted to place suitable signs on metal poles at all bus stops. There is no reason why the same exact thing cannot be done for the purpose of educating the public about the merits of the MRZS---taxi stops could be established all over D. C. These taxi stops would have a map of D. C. placed on a metal pole, wherein, the taxi rates are shown from that particular street corner. This would make it easy for any cab passenger to know what the cab fare would be for their particular trip. Conveniently located telephone call boxes would make it easy for the cab passengers to learn from the cab dispatcher what the fare would be on any trip they may care to take. The telephone call boxes would be manned 24 hours a day. Cab dispatchers that can speak several foreigh languages would be used.

Taxi fare map books illustrating the use of the MRZS would be easy to acquire. Hotels, motels, apartment buildings, office buildings, government buildings, museums, art galleries, etc., would have available a tailor made taxi zone map showing their particular location on the map and the cab rates to the various locations. The hotels and motels using such maps would give them away, with a suitable comment on it saying this taxi zone map is for your benefit and use, compliments of the hotel or motel where you are staying. These MRZS taxi zone maps could very easily be printed in foreign languages. It would be easy for any cab passenger to make his own MRZS taxi fare ruler, as long as the map of D. C. has an accurate mileage scale on it, for their own use.

In order to simplify or reduce the need of the cab drivers to compute each and every trip, all that is needed is to require the cab passengers to accept one additional requirement when giving their destination, and that is, that they be requested to state the price of their ride when giving their destination. As of now, about 75 percent of our cab passengers already know the price of their ride with the taxi zone system now in use. This 75 percent will make certain that they will know the price of their ride with the MRZS. The remaining 25 percent can be easily encouraged to do the same thing.

This can be easily implemented by requiring that each cab have a suitably approved decal that would be placed on each of the front fenders with a notice on it saying, "All passengers are requested to state the price of their taxi ride when giving their destination." This practice would in effect "blow the whistle" on those cab drivers that are now getting away with overcharging their cab passengers. In those cases where the cab passengers say they do not know what their taxi fare is, these same cab drivers will not be tempted to overcharge because they will think to themselves that their cab passengers does in fact know the exact fare and that they are being tested as to whether they will give the correct fare. This proposal to educate the cab passengers to state the exact taxi fare for their trip, is consumer protection at its best.

The question as to whether this can be done and done successfully, one need only to look at the example of the "correct fare" or "exact fare" practice of getting on a bus in this city. When this idea was first suggested several years ago, it was like asking the bus company to give up its religion. After all, it had been a long established tradition that the bus company would make change of any kind, be it for a nickle, dime, quarter, half-dollar, dollar, two dollars, five dollars, ten dollars, twenty dollars, fifty dollars or even a hundred dollar bill. The bus company's position for all of these past years, was to accommodate their cash customers, and, that this was a very much needed service.

However, the crime situation, wherein, bus driver after bus driver were being held up and even killed during the holdup, brought about a demand for a different way of collecting the bus fares. The bus drivers demanded the right to refuse to make change and in that way eliminate their having to carry large amounts of cash that only attracted the criminals to hold them up. The bus company officials just dragged their feet when it came to doing anything about it. The bus drivers threatened to strike. Finally, the bus company officials agreed to the "correct fare" or "exact fare" system. Now that this system has been in effect for several years, it has been proven to be very successful. If the truth were only known, the bus company officials are probably saying to themselves that they should have done this years ago and that they will never go back to the old way of having to make change. In fact, in city after city the policy of "correct fare" or "exact fare" on buses, streetcars and subways has now become the policy. Everyone has benefited by this change. The same thing would be true of requiring the cab passengers to state the price of their ride when giving their destination.

We have seen how successful the "self-service" idea has become. More and more ways of "self-service" have been put into use. Research and developement has improved on ways and methods to merchandise a service or a product incorporating the advantages of "self-service". We now have "self-service" cafeterias, grocery stores, hardware stores, clothing stores, shoe stores, book stores, nursery stores, laundromats, do-it-yourself repair kits or assembly kits, vending machines (newspapers, candies and cigarettes), telephones, elevators, escalators, etc.

What we are saying here, is, that if you analyse the amount of free time that cab passengers have when they are riding cabs, it is easy to see how it can be put to use to the mutual advantage of both the cab drivers and the cab passengers. The cab passengers will find it easy to compute their taxi fares when using the MRZS taxi fare ruler, or, when looking it up in the MRZS taxi fare map book. In fact, the Metrobus system has put out a 71 page official atlas of route maps as of September 10, 1973, titled, "From Here to There by Metrobus". This is a do-it-yourself method on the part of Metrobus to encourage their bus passengers to find out for themselves what buses to use to get to their destinations. This atlas is priced to sell at only $1.00 per copy. The MRZS taxi fare map book could be very easily titled, "From Here to There Taxi Fare Map Book". It could be sold at a reasonable price.

Most cab passengers usually take taxicabs on the same trips over and over again. In fact, they use taxicabs just as they would use buses. These frequently repeated trips are few in number, perhaps five different trips at the most. These frequently repeated trips usually originate from their home to (1) their office, (2) their bus, railway or airline terminals, (3) their doctor's office, (4) their relatives or friends house and (5) their neighborhood store, downtown shopping area or shopping center. It would not be difficult for these cab passengers to remember the price of their taxi fares for these different trips.

The cab passengers should be encouraged to have the address and taxi fare written on a piece of paper which could be handed to their cab drivers. Many cab drivers have a difficult time trying to understand where their cab passengers want to go. We have so many foreign people riding cabs that can hardly speak the language of this country, that many of them do have the address of their destination written on a piece of paper so that they can give it to their cab drivers. This makes it a lot easier for everyone concerned. Even those that are from this country, have their Southern drawl, Texan accent, New York City accent, Boston accent, etc., that it is often difficult for the cab drivers to correctly understand the address that is being given to them. On a few rare occasions some cab passengers even give a map to the cab drivers showing the exact location of a given address. In fact, every effort should be used to encourage as many cab passengers as possible to use the map and written address. It would be to the mutual advantage of everyone for the cab passengers to do this.

The cab drivers themselves will have very little trouble in learning to use and understand the MRZS. Since many cab trips repeat themselves, the cab drivers will not have to compute each and every trip. In fact, out of every 20 trips, it might be necessary to compute 2 trips. The taxi fare map book will make it easy to look up the most frequently repeated trips that originate or terminate at places like the bus, railway or airline termals, museums, art galleries, downtown shopping areas, Capitol Hill, White House, Lincoln Memorial, Washington Monument, etc.

The fact that all of our cab drivers have become use to using the taxi zone system now authorized, will find it easy to make the changeover to the MRZS. The fact that the MRZS is so closely related to the actual mileage travelled on any given trips, the cab drivers will find that by keeping a record of the actual mileage travelled, that all one mile trips it will be a one zone fare, on most two mile trips it will be a two zone fare, on most three mile trips it will be a three zone fare, etc. If the cab drivers have any doubts as to the accuracy of the taxi fare given to them by their cab passengers, they can always check it out with their odometer reading, with their taxi fare ruler, with their taxi fare map book, etc. If the cab drivers have a two-way radio, they can call in their addresses to their radio dispatcher and have it checked out and verified in that way.

In order to implement the MRZS, it will necessary to set up a special corporation to provide all of the needed services for the cab drivers, cab companies and cab passengers. The minimum charge for these services shall be $5.00 per week for each taxicab that is in actual use. The cab companies shall be paid 20 percent for collecting this money. This amount that is to be paid to the cab companies shall compensate them for taking the responsibility of distributing maps, taxi fare rulers and taxi fare map books to their affiliated cab drivers. This special corporation will provide and maintain taxi stop signs, 24 hour answering service, indoor and outdoor taxi terminals with personnel to assist cab passengers, special taxi information desks at the bus, railway or airline terminals. Cab driver training programs could be set up in cooperation with the cab companies. Newspaper, radio and T. V. advertising programs could be used to educate the community about the advantages of the MRZS taxi services. Such advertising programs would generate greater use of D. C. taxicabs, and thereby, increase the earnings of the cab drivers.

It would not be necessary to double all of the present taxi fares in order to make it possible for the cab drivers to net $6.00 per hour, if the recommended MRZS and its rates are used. It would be necessary to double all of the present taxi rates if we were to continue to use the old obsolete taxi zone system now in use. Cab drivers will find it profitable to pick up cab passengers on a first come, first serve basis with the use of the MRZS. Taxi stands, taxi stops and taxi terminals could be established wherein shared riding would be more efficiently handled. Special taxi service attendants or starters would be at each taxi terminal. Where possible, such taxi terminals would have indoor accommodations with rest rooms and first aid facilities.

It is possible that federal grants could be obtained in order to provide a sufficient number of such taxi terminals. Taxi service attendants or starters could even be available at nearby locations such as department stores, etc., to aid and assist cab passengers in and out of cabs. These cab passengers could also be advised as to where the taxi terminals are located and how to share cabs with other passengers. Cab drivers would be motivated to service the taxi terminals because they will no longer be faced with the game of Russian Roulette, wherein, they are afraid of getting the trip that "kills them" as is the case so many times with the taxi zone system now in use. The use of the MRZS will put an end to all such trips once and for all. Cab service will once more become what it should have always been, first come, first served. The MRZS will put an end to the present practice of cab drivers picking and choosing their trips.

These figures below list the number of zones travelled and the rates to be charged from one to seven passengers.

Number of Zones	Number of Passengers						
	1	2	3	4	5	6	7
1	.80	1.20	1.60	2.00	2.40	2.80	3.20
1½	1.20	1.60	2.00	2.40	2.80	3.20	3.60
2	1.60	2.00	2.40	2.80	3.20	3.60	4.00
2½	2.00	2.40	2.80	3.20	3.60	4.00	4.40
3	2.40	2.80	3.20	3.60	4.00	4.40	4.80
3½	2.80	3.20	3.60	4.00	4.40	4.80	5.20
4	3.20	3.60	4.00	4.40	4.80	5.20	5.60
4½	3.60	4.00	4.40	4.80	5.20	5.60	6.00
5	4.00	4.40	4.80	5.20	5.60	6.00	6.40
5½	4.40	4.80	5.20	5.60	6.00	6.40	6.80
6	4.80	5.20	5.60	6.00	6.40	6.80	7.20
6½	5.20	5.60	6.00	6.40	6.80	7.20	7.60
7	5.60	6.00	6.40	6.80	7.20	7.60	8.00
7½	6.00	6.40	6.80	7.20	7.60	8.00	8.40
8	6.40	6.80	7.20	7.60	8.00	8.40	8.80
8½	6.80	7.20	7.60	8.00	8.40	8.80	9.20
9	7.20	7.60	8.00	8.40	8.80	9.20	9.60
9½	7.60	8.00	8.40	8.80	9.20	9.60	10.00
10	8.00	8.40	8.80	9.20	9.60	10.00	10.40
10½	8.40	8.80	9.20	9.60	10.00	10.40	10.80
11	8.80	9.20	9.60	10.00	10.40	10.80	11.20
11½	9.20	9.60	10.00	10.40	10.80	11.20	11.60
12	9.60	10.00	10.40	10.80	11.20	11.60	12.00
12½	10.00	10.40	10.80	11.20	11.60	12.00	12.40
13	10.40	10.80	11.20	11.60	12.00	12.40	12.80
13½	10.80	11.20	11.60	12.00	12.40	12.80	13.20
14	11.20	11.60	12.00	12.40	12.80	13.20	13.60

3. To permit shared riding at the discretion of the cab driver at all times;

This proposal is now in use and was put into effect December 1973. We have had almost two years of actual experience with it. It is working out very well indeed.

There is a great need to continue the use of this proposal. It serves many useful purposes. The cab passengers from other cities, such as, New York will often remark how wonderful it would be to have the same system of picking up extra passengers in their city. The D. C. cab passengers are very enthused over this way of doing business. There can never be enough cabs at the same place at the same time when there is a need for a great number of cabs.

This proposal makes it easy for a cab driver to pick up additional passengers going in the same general direction. The cab drivers find it economically rewarding to do so. The cab passengers find it advantageous not to have to wait forever for an empty cab that may or may not come by when they need it the most. Quite often the empty cabs that do come by may never stop to pick them up because they may be "on call", "off duty" or "out of service". It is impossible for a cab passenger to read such signs when the approaching empty cab is 1, 2, 3, 4, 5, or 6 blocks away. Even if the empty cab were close enough for the cab passenger to read the sign displayed in the front windshield, the cab passenger sees only the entire cab and notes that it is empty, the cab passenger does not notice the sign until the cab driver points to it or holds it up for them to see, by that time it is often too late for the cab passenger to flag down a cab with a passenger having a cab driver that would have possibly picked him up.

Another extremely important reason to continue the use of this proposal, is the need to conserve gasoline. It just doesn't make sense to operate inefficiently, when one cab can often do the same job as five cabs. While it might be a luxury for a cab passenger to enjoy the privilege of having the cab all to themself and refusing to share it with anyone else, it is a luxury that we can no longer afford to maintain. The shortage of gasoline and the high cost of operating a cab makes it an absolute necessity that we make use of every possible way to be more efficient in how we serve the public and how we conserve gasoline. Another very important reason for the continued use of this proposal, is to provide those cab passengers in high crime areas the assurance that a cab with a passenger will very likely stop to pick them up. We need to continue to provide this form of police protection for such cab passengers who would otherwise have no police protection at all.

4. To permit all individual passengers sharing a cab and not of the same party to pay the full single passenger fare;

This proposal is now in use and was put into effect December 1973. We have had almost two years of actual experience with it. It is working out very well indeed.

This proposal should definitely remain unchanged. This proposal was presented by the party petitioner over and over again at other previous taxi rate cases before the PSC.

Proposals 3 and 4 are very essential in order to motivate the cab drivers to provide their much needed services at the critical times and places during the 24 hour day. These two proposals make it economically rewarding for the cab drivers. These are but two of the many ways that cab drivers can be motivated to provide better service thru the sense of reward, rather than be motivated thru the sense of punishment as some have insisted as the only way to improve service. Some have said lets put more hack inspectors on the streets and have these hack inspectors enforce all of the rules and regulations. Will we need 50 or a 100 hack inspectors to do the job? Will this enlarged hack inspectors office cost the D. C. taxpayers a half-million or a million dollars per year just to enforce unjust and unreasonable regulations that have been out-of-date for years and years. We need not waste the taxpayers' money, when all we need are better and more sensible regulations.

The cab drivers have had to go thru a lot of hardships before proposals 3 and 4 were finally adopted. Shared riding got its real start during World War II. The bureaucrats at that time ordained that in order to motivate the cab passengers to accept the concept of shared riding, it was necessary to promise them a reduced fare for sharing their cab. World War II brought about a serious shortage in gasoline and cars. The war then going on made it necessary to ration gasoline and put a virtual stop to the buying and selling of cars. Virtually everybody needing transportation had to rely on public transportation almost 100 percent of the time, be it the cab, bus, streetcar or train. In order to meet this emergency demand for public transportation, especially where it concerned the use of taxicabs, the bureaucrats made shared riding mandatory at the discretion of the cab passengers waiting for a cab with an empty seat.

If a prospective cab passenger observed a cab approaching and it had room for one or more additional passengers, the regulation made it mandatory that the cab driver stop, if flagged down. The cab driver was then required to determine whether or not he could take that prospective cab passenger along with his other cab passengers. If the cab drivers refused to stop, the prospective cab passengers could then report those cab drivers to the Hack Inspector's Office. Those cab drivers could then be charged with passing up a cab passenger and perhaps wind up being disciplined by being brought up before the Hackers' Appeal Board.

About 1955 this regulation was dropped and in its place shared riding was to be at the discretion of both the cab passengers and the cab drivers. At certain hours and at certain places it was at the cab drivers discretion to engage in shared riding. At certain hours it was at the cab passengers discretion to give their O. K. to the cab drivers to engage in shared riding. One part of the regulation that remained unchanged, was that part which called for the cab fares to be reduced for those cab passengers that shared the cab.

The theory of reducing the cab fare was never right. The theory was put up with because shared riding was a 24 hour a day proposition during World War II and for almost 10 years after it had ended. We had less and less of shared riding when many of our cab passengers were able to get their own cars and rationing of gasoline had ended. By 1955, shared riding amounted to only about 3 hours of a 24 hour day.

The change in 1955 which divided the control of the cab for the purpose of shared riding between the cab passengers and the cab drivers was poorly conceived. It was never a satisfactory way of doing it. By 1965, shared riding had become only 2 hours of actual riding time in a 24 hour day. By 1973, shared riding had become only one hour of actual riding time in a 24 hour day. For all practical purposes the overwhelming majority of cab trips originate and terminate with no other passenger sharing the cab and the first passenger in the cab ususally had the exclusive use of the cab. At certain times and under certain conditions when shared riding is in use, the cab passengers are almost always very agreeable to it. On those rare when a cab passenger informs the cab driver that for certain reasons they have to get to where they are going with no delay whatsoever, the cab drivers will almost always go along with such a request.

5. To permit no cab passenger to ride free because of age;

This proposal eliminates the contradiction that is now present in the regulation which permits only one passenger 5 years or younger to ride free when accompanied by an adult or older person. There is no clear cut definition in the present regulation as to how many children can ride free in the same cab. If five adult passengers each have a child five years of age or younger and want to get into the same cab, does the cab driver consider each child as a "no passenger", therefore, they ride free, or, does the cab driver read the regulation to read that only one child, five years of age or younger, can ride free and, therefore, the other 4 children do not ride free? If the cab driver has determined that only one child is to ride free and that each of the other children is to be charged the regular cab fare, then the cab driver would be guilty of overloading his cab.

Another contradiction is created in determining the cab fare of a child five years of age or younger, when not accompanied by an adult. There are many instances wherein the adult cannot accompany such a child and will therefore put the child in the cab all by themself and then instruct the cab driver as to where to take the child. Naturally, in such cases the child is charged the full fare.

This proposal eliminates all of these contradictions. In actual practice, with the adoption of the MRZS and it rates, it would mean no increase in the cab fare and in many cases it would even mean a decrease in the cab fare. For example, using the present zone system, a two zone ride of less than six blocks would be a fare of $1.25 for an adult and no charge for a child five years of age or younger. The MRZS fare would be a one zone charge of 80¢ plus 40¢ for the child, or, a total of $1.20, this would make it 5¢ less than what is now being charged.

The recommended 28 percent rate increase, if applied to the present zone system would make the $1.25 ride become $1.60, whereas, the MRZS rate would still be $1.20, or, 40¢ less. Even a one zone trip of less than one airline mile, the fare under the present zone system would be 85¢, with the MRZS the fare would be $1.20, or, 35¢ more. However, with the proposed 28 percent rate increase, this same ride would cost $1.10, whereas the MRZS rate would still be $1.20, or, only 10¢ more.

Another important reason for this proposal being adopted, is that a child that is five years of age or younger is difficult to control. One cannot predict how they will behave when riding a cab. It is necessary that the cab driver have insurance protection that will cover such a child, therefore, it is only right that a reasonable fare be charged such a child.

6. To permit a $1.00 charge in response to a telephone call;

I have personally picked up far too many passengers who have called for a cab and have waited far too long for their cab to arrive and out of sheer desperation gave up waiting and got into my cab.

One example, was when I arrived at the Library of Congress with two passengers on a tour last Spring at approximately 8:30 P. M. and gave my passengers 20 minutes to visit the Library when a single passenger waiting there asked me if I was the cab that was suppose to pick him up. I told him that I was not his cab and that I was running a tour. I asked him how long he had been waiting and he said "Thirty minutes". I asked him what cab company he had called, he said, "Yellow Cab". I asked him where he was going, he said, "The Harrington Hotel". I told him to call the Yellow Cab Company again and tell him he was still waiting. Fifteen minutes later I drove back to get my two passengers and the same man again asked me if I was the cab he had called for. I asked him if he had called back the Yellow Cab Company and he said, "Yes".

I decided to help out this man who had done everything that he needed to do but got nowhere doing it. I took him to the Union Station which is approximately seven blocks down the street. He could get an empty cab there without waiting. I told him that he should write a letter of complaint to the Hack Inspector's Office. I then went back to the Library of Congress and got my two passengers and continued my tour.

Here, we have an example of a man having to make two phone calls---wasting 30¢ and in addition wasting 45 minutes waiting for a cab that never came.

Another example, was in April on Sunday at approximately 4 p. m., when I was cabbing in the 1900 block of "F" St., N. W., and I was about to drive by the G. W. University dormitory, when three girls rushed out of the doorway to flag me down. I stopped and they asked me if I was their cab that they had called. I told them no. I then asked them how long they had been waiting and what cab they had called, they said, "The Diamond Cab and they had been waiting for over 30 minutes. I suggested that they call again and they said, "That one of the girls had to catch a Greyhound bus to go back to New York City and that if they waited any longer, she would miss the very next bus and would then have to wait for a much later bus. They begged me to take them to the bus station. I told them to get in. Only one girl got in with her suitcase and the other two girls stayed behind, wishing their friend a very pleasant trip.

I have cited only two examples of passengers that have called for a cab and were told that one would be on the way very soon and that they would not have to wait very long for the cab to arrive. Yet, thousands of such passengers that have called for a cab, have had to, out of sheer desperation, stop the first cab that happens to be cruising by, in order to get to their destination on time. I have talked to many radio cab drivers and many cab passengers about this problem and I am firmly convinced that the 50¢ charge for answering a call put into effect over two years ago is far too little and that it should be at least $1.00. The cab drivers and the cab passengers both agree that $1.00 would be a fair amount to charge. There are many cab drivers that would be willing to pay the $1,000 required to install a new two-way radio, if they could know for certain that they would get at least $1.00 for answering calls.

As it is now, there is very little economic incentive to get into the two-way radio work. As for those cab passengers that have found it too much to pay 50¢ for call service, or, those that may find $1.00 to much to pay for call service, they can easily solve the problem by simply flagging down a cab. Everyone will benefit by such a change.

7. To permit a $1.00 charge for dismissal of a taxicab after it arrives in response to a telephone call;

This proposal is needed in order to properly compensate those cab drivers that answer a a call expecting to get a cab trip, but, after arriving are told that the trip was cancelled. This cancellation of a cab trip is pretty hard to take, especially, after the cab drivers have passed up many passengers that attempted to flag them down and they passed them up expecting to get a "call" passenger.

8. To permit a 50¢ extra charge for rush hour service 7:00 - 9:30 a.m. and 4:00 - 6:30 p.m. Monday thru Friday;

This proposal is urgently needed in order to make it profitable for the cab drivers to work the rush hours. As it is now, far too many cab drivers have found that at the time of the day that they are needed the most, is the time of the day that they lose their "shirts". These cab drivers have found it unprofitable to work the rush hours, wear themselves out and wear out their equipment.

Since the regulations that are now on the books are punitive, many cab drivers refuse to work those hours. We are not on time and mileage as are the metered cabs, but, that should be no excuse in not providing a suitable solution to this problem. I have talked this over with many cab drivers and many cab passengers and they agree that this proposal is very much needed. This proposal has been made time and time again before other taxi rate hearings in the past years. It is high time that it is adopted!!!

9. To permit a 10¢ charge for each suitcase, a 10¢ charge for each large bag of groceries, each large shopping bag, or, other articles and packages of a similar size. It shall not be mandatory for the cab driver to place such articles in or out of the cab. There shall be a charge of not less than 25¢ per suitcase or 25¢ per bag of groceries or any other article of similar size to carry to or from the door of a building to the curbside. It shall not be mandatory for a cab driver to be required to carry any article to or from the door of a building to the curbside. The rate to be charged for such a service shall be that which is negotiated and thereby mutually agreeable between the cab driver and the cab passenger;

This proposal will do away with the question of whether or not to charge for five suitcases when there are five passengers involved and all of the suitcases belong to only one passenger. The way the regulation is now written, the cab driver should be able to charge 40¢ extra, that is, one suitcase free and the other four suitcases 10¢ each. The regulation, as it is written now, permitting the 10¢ charge for each suitcase in excess of one per passenger, leaves a big loophole in the way that it can be interpreted. What is to stop each of these five passengers from falsely claiming that each has a suitcase, thereby, shortchanging the cab driver out of 40¢, when in reality all of the suitcases belong to only one passenger? The change as proposed would correct this problem.

This proposal also provides a reasonable way to charge for the moving of an article to or from the door of a building to the curbside. It is extremely important that it shall not be mandatory because we must take into consideration the physical ability of the cab drivers to perform such a service. There are a great many cab drivers that are physically unable to perform such a service. Those cab drivers that are physically able to perform such a service should be adequately compensated. There are many addresses that would require the cab driver to climb as many as 60 steps to get to the door of a building. It could be necessary to make several trips to carry every article to or from the door of a building. In the case of an apartment or office building, this could require going to the 12th floor, requiring additional time to complete the service being provided by the cab driver, bearing in mind that the cab must remain parked all of this time while the cab driver completes this service. All too often, the cab driver parks his cab at his own risk to provide this service and very often is subject to a traffic citation. No provision has been made to provide the cab driver the right to display a loading or unloading sign in his cab so as to not to be charged with a traffic citation.

10. To permit a $1.50 charge for each trunk or similar size large article (television sets, bicycles, etc.). A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 9" x 18" x 32" or 3 cubic feet respectively. It shall not be mandatory for the driver to place such articles in or out of the cab. There shall be a charge of not less than $1.50 per trunk, etc., to carry any article of this size to or from the door of a building to the curbside. It shall not be mandatory for a cab driver to be required to carry any article of this size to or from the door of a building to the curbside. The rate to be charged for such a service shall be that which is negotiated and thereby mutually agreeable between the cab driver and the cab passenger;

The explanation in paragraph two of proposal nine, explains the purpose of this proposal.

11. To permit the use of contract rates to be applied to the moving of a passenger's personal property, such as, clothing, suitcases, trunks, radio or television set from one address to another, delivery of parcels, sightseeing, etc. The rate to be charged shall be that which is negotiated and thereby mutually agreeable. The cab driver and the cab passenger shall agree in advance as to what service shall be be rendered and what rate shall be paid;

This proposal simply follows the basic concept of the flat-rate zone system, that is, for a contract price you get a contract trip. Detours and delays are considered as part of the business risk. This proposal is merely an extension of proposals 9, 10, and 12. This proposal deals with that part of a taxi service that very seldom takes place. In fact, the 13 cab drivers, who's figures were used for a 30 day test period, not one of them recorded any trip in which a contract trip proposal was a part of their gross business.

This proposal merely provides an opportunity for the cab drivers and the cab passengers to mutually agree on a negotiated rate as to what services shall be provided. In fact, the Yellow Cab Co. has such a working agreement with the American Security and Trust Co. I know that if I were to agree to make trips for an expensive jewelery store, who's employees would ride in my cab, picking up and dropping off expensive items, I would like to be certain of being well compensated for taking on the additional risk of being held up.

Those cab drivers that are duly licensed sightseeing guides and are engaged in giving a sightseeing tour are certainly entitled to being far better compensated than those cab drivers merely providing a taxi trip from one destination to another. Those cab drivers that are licensed guides have to have a talent that is very special for this occupation. These cab drivers that are licensed guides take the time and effort to learn more about their profession by going into many places of interest in order to see and hear for themselves what is of interest that their sightseeing passengers should know about.

Another service that these licensed guides provide, is the ability of being able to take their sightseeing passengers into many of these buildings on a personally conducted tour, such as, the Shrine of the Immaculate Conception, the Washington Cathedral, the Ford Theatre where President Abraham Lincoln was assinated, the Library of Congress, the Supreme Court, etc. These licensed guides are also able to be of invaluable assistance in providing such information as to where to take the best pictures, how their sightseeing passengers might best use up their own time seeing other points of interest on their own time. How to get to such out-of-town points of interest, such as, President Thomas Jefferson's home near Charlottesville, Va., the State Capitol of Md., the U. S. Naval Academy in Annapolis; Md., President George Washington's home at Mt. Vernon, Va., etc.

It is only natural that this type of professional service is now conducted on a contract basis and should be continued that way. Those cab drivers that are licensed guides know only too well that they must be competitive in their prices with the other well established sightseeing companies, such as, Gray Line, D. C. Transit, American Tours, Inc., Diamond Tours, Inc., Blue Line Sightseeing Co. Inc., etc. The more capable that these cab drivers are, the better able they will be in getting top prices for their services. Nothing should be done to change this arrangement. With the coming Bicentennial, every cab driver that has the ability to be a professional licensed guide should have every encouraging motivation to do so. In fact, practically every full time licensed guide that we now have, were once full time cab drivers. One can easily see, that cab driving is the first and best step to becoming a licensed guide.

12. To permit a charge of not less than 15¢ per minute for each minute of waiting time, a charge of not less than $9.00 per hour for a taxicab employed on the hourly basis and a charge of not less than $2.25 for each additional fifteen minutes or fraction thereof. The rate to be charged for such a service shall be that which is negotiated and thereby mutually agreeable between the cab driver and the cab passenger;

This proposal will eliminate the need for a charge of 50¢ for personal service. It will also provide a suitable yardstick with which to establish a charge for the handling of suitcases, grocery bags, etc. It is important to point out at this time that on a percentage basis, the amount of the cab drivers gross as related to all of their cab trips which is directly related to a time charge of so much per minute, or, so much per hour, one could honestly say that it would amount to a very, very tiny part of it, in many cases not at all. In fact, the 13 cab drivers who's figures were used for a 30 day test period, not one of them recorded any trip in which a time fare was a part of their gross business. This proposal will permit the cab drivers to be adequately compensated.

13. To permit a 40¢ extra charge for each empty seat for the purpose of providing "express service" in response to a passenger's request that no additional passenger or passengers shall be picked up while enroute to his destination;

This proposal is necessary in order to permit those cab passengers that have an urgent appointment to keep, be it a luncheon, meeting, court, Capitol Hill, or, to be on time at the bus, railway or airline terminal, to have some way to get the exclusive use of the cab on a one trip basis. This proposal would make it less expensive than to have to hire a cab at $5.50 for any part of the first hour.

For example, a one passenger express trip on a one zone ride with the proposed MRZS rate would be 80¢ plus $1.60 for the four empty seats, making it a total of $2.40 for a ride of one airline mile or less. A trip clear across the big zone area one under the MRZS would be $2.40 plus $1.60, or, a total of $4.00.

It is extremely important to continue shared riding, but, it is extremely important to permit those very few passengers that may want to insist upon having " express service" to have the right to get it as described in this proposal.

14. To permit the total taxi fare, or, a total time fare of 20¢ per minute to be charged, whichever is greater, whenever "express service" is requested by a passenger, so that the cab drivers shall be fairly compensated for their services at all hours of the day or night, with a provision that this time fare shall not be used whenever the cab drivers choose to make themselves available for shared riding;

This proposal is extremely necessary whenever the cab passengers request the use of "express service". "Express service" prohibits the cab drivers from picking up other cab passengers desiring to share the cab, thus, the cab drivers earnings are lowered. Therefore, this proposal provides the cab drivers a zone and time fare control. In all probability the total taxi fare will likely be higher than the total time fare, in which case, the time fare will not be used. In many cases the total time fare could be greater than the total taxi fare by only a small amount, let us say, 5¢ to 50¢. In those cases where the total time fare is much greater, the cab drivers should have this built in protection against any of loss of earnings that they would have to suffer because "express service" prevents them from carrying other passengers.

The proposed 20¢ per minute time fare is not at all unreasonable. There are times wherein the cab drivers have very short trips with five, six or seven passenger and their total taxi fare could be broken down to as much as $2.00 per minute. It is not unusual to carry seven passengers from the Dupont Plaza Hotel on a very short two zone trip of less than one mile to the Washington Hilton Hotel, completing it in less than 3 minutes, with a fare of 80¢ per passenger, or, $5.60 total for the trip. There are many very short one zone trips with 5 passengers at 60¢ each, or, $3.00 total for the trip, that take only 2 minutes to complete, making it $1.50 per minute. A one zone trip with a total of $3.00 taking 15 minutes to complete, would make it 20¢ per minute. These very profitable trips are very necessary in order that the cab drivers be able to survive because there are far too many unprofitable trips they must take because that is what the PSC forces them to do when they are made to use the present taxi zone system.

15. To permit the use of destination signs at all times at the discretion of the cab driver;

The adoption of this proposal will improve taxi service. The regulation that has been on the books for years that prohibit the cab drivers from using the "On Call" or "Off Duty" signs during the morning or evening rush hours, has never accomplished its intended purpose of making more cab drivers work during these rush hours. All that this regulation has ever done was to take many cabs off of the streets at the time that they are needed the most.

What right does any regulatory agency have in telling self-employed cab drivers what hours they must work? Why should those cab drivers that may want to go off duty at 8 a.m. or 5 p.m. be prevented from doing so? These cab drivers may have every legitimate reason for doing so, such as, needing a rest room stop, coffee break, sudden illness, emergency at home, just plain tired, or, they have already worked their full twelve hours, etc. The only way to get the cab drivers to work these rush hours, is to reward them with better cab rates. Money talks, words do not!!!

16. To require that only a brand new vehicle be put in service as a taxicab, with an age limitation of 8 years, or, a mileage limitation of 400,000 miles, whichever comes first, with a provision that this vehicle can be resold for continued use as a taxicab. The taxicab industry shall have 8 years to comply. That only a built for the purpose vehicle as a taxicab can be used, be it a sedan, station wagon or van, and, must have a seating capacity of not less than 8 adult passengers, including the cab driver. All seats must face forward. That there be only one cab driver to each cab in a 24 hour period;

This proposal is urgently needed in order to provide higher standards for the open entry system of taxicabs on the streets of Washington, D. C. This proposal will separate the men from the boys and the women from the girls. This proposal will reward the industrious cab drivers with a better and more stable income. It will reduce the number of floaters, fly-by-nighters, the opportunist and the insincere from becoming cab drivers. It will make cab driving a profession. Above all, it will provide JOB SECURITY and JOB PROTECTION!!!

It will change this taxi industry with 90 percent of its cab drivers working part time to a taxi industry wherein 90 percent of its cab drivers will be working full time. A taxi industry wherein 90 percent of its cab drivers are part time, cannot help but fail to provide adequate service to its cab passengers at all times. This taxi rate hearing should take every step necessary to provide adequate service.

The proposal that there be but one driver to each cab in a 24 hour period is related to income and safety. Cabs that have 2 or 3 drivers in a 24 hour period, wear out quicker, therefore, are in need of prompt repair work which they never get and as a result are unsafe to drive. The twice a year inspection becomes meaningless under such conditions. Each driver attempts to pass the buck as to who should take the cab to the garage for repair work. Cabs in the garage prevents the cab drivers from earning money. Where there is but only one driver to a cab, that driver has no excuses. That driver has to get the cab to the garage and have it repaired. That driver can then make up for lost time and work later hours because there is no second or third driver to drive that cab in a 24 hour day.

Taxicabs are commercial vehicles and therefore should be built for the purpose. There is no excuse for the continued use of the standard 6 passenger floor model car being used as taxicabs. You have to be an acrobat to get in and out of such cabs. This means that it must take more time to get in and out of a cab. This means that traffic gets all tied up, everybody gets impatient, gasoline is wasted, etc. The standard cars of 20 years ago managed to be usable as taxicabs, but, the body styles of such cars in today's market have changed for the worse.

The regulation permits the carrying of a maximum of 7 passengers. That figure should be the minimum. As it is now, the vehicle need only to be a four door sedan and limited only to its seating capacity, be it 3, 4, 5, 6 or 7 passengers, not counting the cab driver.

If 7 passengers are in a high crime area and are in a desperate need of a taxicab, what protection will they have if only a 3 passenger cab shows up? Must the other 4 passengers be left behind, or, must all of them refuse the small cab and continue to wait until a big enough cab comes along to take all of them at one time?

Perhaps what we need, is, lower rates for the smaller cabs. After all, it costs less to operate, so, why should the cab drivers of these vehicles be permitted to get the same amount of money for the same trip? Why should those cab drivers who now obligate themselves to put a new $7,000 cab on the street, be told that they are to get the same amount on a cab trip, as those cab drivers that will never put a new cab on the street, but, will only invest $200 in a used car or a used cab. Would a bank give the same identical return on a $200 investment, as they would on a $7,000 investment? Of course not! Yet, the PSC does just the opposite! It says that both cab drivers are to get the same return on the same trip. It is little wonder that those cab drivers with the least amount invested in their taxi operation, have the least interest in what the final outcome of this rate hearing will be. The attitude of these cab drivers would change 100 percent if they were required to meet higher standards.

It is very likely that the cab size recommended in this proposal could cost $2,000 more than what some of the new smaller size cabs would cost. It should be no problem to meet this added cost. If it is spread out over a four year period, all that it would take to meet this added expense, is to get only 10¢ more per trip. If, for example, we use a minimum number of cab trips per day, such as, 20 trips per day, this would bring in an extra $2.00 per day. Therefore, on a 5 day week it becomes $10.00 extra per week and on a 50 week year, it would become $500 extra per year. At the end of a 4 year period this would amount to $2,000. Therefore, the added expense of owning a larger size vehicle would have been met and paid for.

One other very important reason for making it mandatory requiring a vehicle of this size, is to eliminate the added expense of requiring two or three cabs to make one trip involving 7 passengers. The MRZS will save money when only one cab is required to move seven passengers.

For example, a 6 zone trip for one passenger is $4.80, plus $2.40 for the remaining 6 passengers, or, a total of $7.20, but, with the use of two 5 passenger cabs, wherein, only 5 can get in one cab and the remaining 2 must get in a second cab, the fare would be $6.40 for the first cab, plus $5.20 for the second cab. The total fare for using two cabs would be $11.60 compared to just $7.20 when only one cab is used, making it $4.40 more expensive to use two cabs. If even smaller cabs are used, wherein, only 3 passengers can ride in one cab, making it necessary to use 3 cabs to carry 7 passengers, the fare would be $5.60 plus $5.60 plus $4.80. Therefore, the cost of having to use 3 cabs would total $16.00 compared to just $7.20 when only one cab is used, making it $8.80 more expensive to use 3 even smaller cabs.

The purpose of using the MRZS is not only to increase the cost of long trips and lower the cost of short trips, but, to also lower the price of cab trips by using larger size vehicles. The larger vehicles provides a far more comfortable ride for the cab passengers. When the cab is not fully occupied, the extra space makes it easier to carry extra suitcases, grocery bags, television sets, bicycles, furniture, etc.

The extra space to carry such articles is very much needed today because many of the downtown stores have eliminated making home deliveries, or, have curtailed their once a day deliveries to a twice a week or once a week delivery. In fact, practically every downtown store makes it a practice to tell their customers to take their purchases home with them rather than for them to deliver it. Even the shopping bags have gotten bigger and bigger over the years, while many of our so-called taxicabs have gotten smaller and smaller over the years. It does not make sense to continue permitting small cars to be used as taxicabs.

17. To require that a "new taxicab reserve replacement fund" be set up which would require the holder of a PSC taxicab vehicle license to set aside not less than $20 per week for each vehicle licensed as a taxicab. This reserve fund shall be used for the express purpose of buying a new taxicab;

This proposal is urgently needed in order to have some sort of automatic controls built into the regulations to eliminate unneeded surplus cabs and eliminate economically inefficient cabs. The MRZS proposal recommends zones and rates so as to provide an adequate weekly gross in order to set aside not less than $20 per week, or, approximately $1,000 per year.

This money is not coming out of the pockets of the cab drivers, it is coming out of the taxi fares paid by the cab passengers. The 8 year, or, 400,000 mile life provision for the taxicab will allow more than enough time for the cab-owner-drivers or the company owned and rented cabs, to set aside the $20 per week, and, thereby, have the money on hand with which to replace their old cabs. It is a common practice for regulatory agencies, regulating the electric, gas and telephone companies, to require them to set aside replacement funds with which to replace worn out or obsolete equipment, buildings, etc. This same practice should now be required of taxicab owners. This money could be saved in an interest earning account, be it in a bank or a savings and loan association.

It may very well mean that those in the taxicab industry that are now profiting by financing the buying and selling of taxicabs, will have less of a market for such services. However, they may very well find it even more profitable to rent cabs, because, there are those cab drivers that will not want to set aside $20 a week for a new taxicab. These cab drivers will want to rent a cab instead.

The 8 year, or, 400,000 mile life provision for a taxicab merely provides a maximum time and mileage limit. In actual practice, many cab-owner-drivers or cab companies usually turn in their cabs when they get to be 4 years old or have 100,000 or 200,000 miles on them because they are in need of more frequent costly repairs. Replacement of old taxicabs is beneficial for the cab passengers because of new and improved designs and mechanical changes.

Many cab companies are now holding on to unneeded surplus cabs. The financial responsibility such as recommended in this proposal will encourage many part time cab drivers to become full time cab drivers without having the fear of having too many other surplus cabs on the streets to compete with for the taxicab market. This proposal will give greater strength in providing better job security and better job protection. Free entry will still be permitted in the taxicab industry.

18. To require that all new cab drivers wanting to obtain a P.S.C. taxicab license with which to operate their own cab, to guarantee to be a full time cab driver for not less than three years;

This proposal is urgently needed in order to assure the cab riding public that there will be more full time drivers to adequately serve them. The lack of minimum requirement makes it far too easy for the cab-owner-driver to immediately become a part time driver. This is an industry that has far too many part time cab drivers---90 percent is far too much!!!

The result of all of this, has caused our once excellent cab service too become a poor quality cab service. A cab-owner-driver must become a professional driver and can only set a good example by being a full time cab driver. This city is constantly changing, old buildings being torn down, new buildings being put in their place, once thriving areas are now depressed areas, once depressed areas are now becoming thriving areas. All of these changes can be best kept up with by having more full time cab drivers. It will take at least 3 years of being a full time cab driver to turn such a driver into a professional driver that can be a real asset to the taxicab industry and the community. The likelihood of such cab-owner-drivers wanting to become a part time driver after being a full time driver for 3 years is very unlikely.

We must make it worthwhile for such cab drivers to want to willingly make such an investment in time and money. We must let them know that we are willing to make every change necessary to make certain that their investment pays off. It still boils down to, "What's in it for me, if I go along with all of these proposals."

19. To require that two-way radios be made mandatory equipment for all taxicabs and to require that the green trouble light be made mandatory;

This proposal is urgently needed in order to provide better service to the community and to provide protection to the cab drivers. Far too many cab drivers are being held up. Far too many cab drivers are being killed in the line of duty. The police department cannot be everywhere, everytime the cab drivers need their protection. The cab drivers need their own built in protection that the two-way radio and green trouble light can give them. The two-way radio and green trouble light can very effectively communicate to other cab drivers, police cars and the community that the cab driver is in trouble.

It does not necessarily have to mean that the cab driver is being held up. It could mean that the cab driver or his passenger is having a heart attack or some other physical problem. It could mean that the cab is broke down or out of gas, etc. The two-way radio could be used in such ways as would be beneficial to the community, such as, notifying the sanitation department or highway department to remove dangerous street trash, remove fallen trees or dead animals, abandoned automobiles, report a fire, lost children, lost visitors, lost tourists, etc. Quite often the sightseeing tourists will find much to their dismay, that their chartered bus or sightseeing bus has left them behind. They will quite often turn to the cab driver for help and assistance. The cab driver with a two-way radio can be of greater help to such lost tourists.

All of us believe in insurance as a form of protection for ourselves and our loved ones. The $1,000 investment in a two-way radio can be considered as another form of insurance. The average well built two-way radio has a life span of at least 10 years or more. This form of insurance, if spread out over a 10 year period makes the cost only $100 per year. The two-way radio would be a great community asset and the goodwill of the taxicab industry would have a far greater value.

20. To require that a mandatory fund of approximately $30 per week be set aside by each working cab driver for workmen's compensation, health and accident insurance, retirement fund, etc.;

This proposal is urgently needed in order to provide the needed job security and job protecion for every cab driver. The D. C. cab drivers are not getting the same job security and job protection that is now considered the norm for other similar occupations. The bus drivers and the truck drivers have all of these fringe benefits built into their pay scale. The companies that employ bus drivers and truck drivers mark up the cost of their services just enough to take care of such expenses of doing business. There need not be any really great increase in the taxi rates to the cab passengers to take care of these provisions. Such built in job protection and job security will attract more and more cab drivers to make it a full time profession and a career.

As it is now, cab driving is considered only a temporary job until you can get something better. As a result of this attitude, the turnover in cab drivers is far too great. The taxicab industry, as a result, is built on an unstable foundation. The taxicab industry needs a firm foundation, cemented together with every possible improvement that can be achieved. Everyone will benefit.

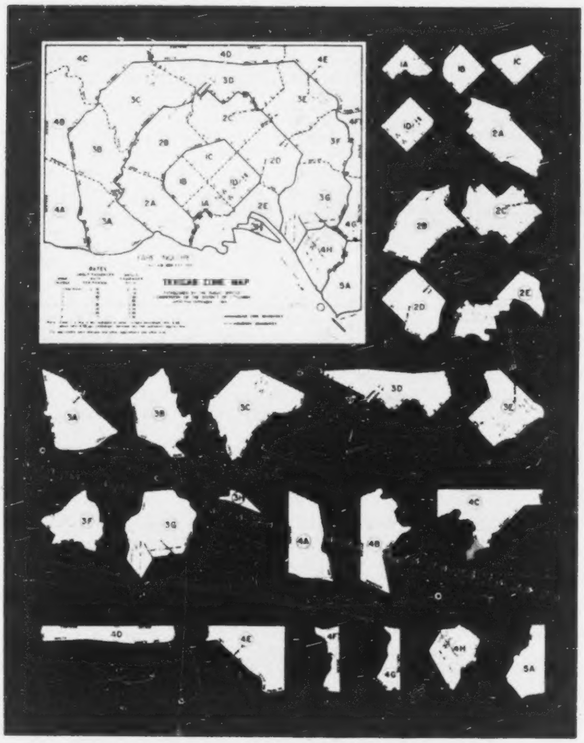
21. To make use of every possible option that the P.S.C. has that will make it possible for the cab drivers to have a net take home pay of not less than $6.00 per hour;

There is no reason that the cab drivers must work 12 hours a day, 7 days a week trying to average only $3.00 net take home pay per hour, or, $36.00 per day, or, $252.00 per week. Under today's working condition, the norm is a 40 hour, 5 day week, with an average hourly pay of $6.00 per hour, plus additional fringe benefits, such as, vacation with pay, sick leave with pay, health and accident insurance, pension funds for retirement after so many years of work, etc. The minimum of a take home pay of $6.00 per hour for the cab driver still leaves out of the fringe benefits that is the norm for the bus drivers and the truck drivers.

22. And to grant any other or further relief that this Commission may deem just and appropriate.

One important area to consider is the snow emergency rates. This could be changed to the total taxi fare, or, the total time fare of 20¢ per minute. Other weather emergencies could be included as well, such as, hurricanes, etc.

THIS MUST STOP !



ZONE CHARGES

	Zone Charge	Group Passenger Rate Per Passenger	Single Passenger Rate
A ride confined to any subzone of zone 1	-	$ .50	$ .50
A ride between any of the subzones of zone 1	1	.50	.75
A ride confined to any subzone of zones 2, 3, 4, or 5	1	.50	.75
A ride between a point in zone 1 and a point in zone 2	2	.70	1.10
A ride between a point in zone 1 and a point in zone 3	3	1.00	1.45
A ride between a point in zone 1 and a point in zone 4	4	1.15	1.80
A ride between a point in zone 1 and a point in zone 5	5	1.30	2.20

Rides originating in one subzone and terminating in another, the zone charge is shown below:

TO SUBZONE

FROM SUBZONE

	1A	1B	1C	1D	2A	2B	2C	2D	2E	3A	3B	3C	3D	3E	3F	3G	3H	4A	4B	4C	4D	4E	4F	4G	4H	5A	
1A	-	1	1	1	2	2	2	2	2	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	5	1A
1B	1	-	1	1	2	2	2	2	2	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	5	1B
1C	1	1	-	1	2	2	2	2	2	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	5	1C
1D	1	1	1	-	2	2	2	2	2	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	5	1D
2A	2	2	2	2	1	2	3	3	2	2	2	3	4	4	4	4	3	3	3	4	5	5	5	5	5	6	2A
2B	2	2	2	2	2	1	2	3	3	3	2	2	3	3	4	4	4	3	3	3	4	4	5	5	5	6	2B
2C	2	2	2	2	3	2	1	2	3	4	3	2	2	2	3	3	4	4	4	3	3	3	4	4	4	5	2C
2D	2	2	2	2	3	3	2	1	2	4	4	3	3	2	2	2	3	5	5	4	4	3	3	3	3	4	2D
2E	2	2	2	2	2	3	3	2	1	3	4	4	4	3	3	2	2	4	5	5	5	4	4	3	3	4	2E
3A	3	3	3	3	2	3	4	4	3	1	2	3	4	5	5	5	4	2	3	3	5	6	6	6	6	7	3A
3B	3	3	3	3	2	2	3	4	4	2	1	2	3	4	5	5	5	2	2	2	4	6	6	6	6	7	3B
3C	3	3	3	3	3	2	2	3	4	3	2	1	2	3	5	5	5	3	2	2	3	4	6	6	6	7	3C
3D	3	3	3	3	4	3	2	3	4	4	3	2	1	3	4	4	5	5	4	3	2	4	5	5	5	6	3D
3E	3	3	3	3	4	3	2	2	3	5	4	3	3	1	2	3	4	6	6	4	3	2	2	3	4	5	3E
3F	3	3	3	3	4	4	3	2	3	5	5	5	4	2	1	2	4	6	6	6	4	3	2	2	3	4	3F
3G	3	3	3	3	4	4	3	2	2	5	5	5	4	3	2	1	3	6	6	6	5	4	2	2	2	3	3G
3H	3	3	3	3	3	4	4	3	2	4	5	5	5	4	4	3	1	5	6	6	6	5	5	4	4	5	3H
4A	4	4	4	4	3	3	4	5	4	2	2	3	5	6	6	6	5	1	2	3	5	7	7	7	7	8	4A
4B	4	4	4	4	3	3	4	5	5	3	2	2	4	6	6	6	6	2	1	2	4	6	7	7	7	8	4B
4C	4	4	4	4	4	3	3	4	5	3	2	2	3	4	6	6	6	3	2	1	2	5	6	7	7	8	4C
4D	4	4	4	4	5	4	3	4	5	5	4	3	2	3	4	5	6	5	4	2	1	4	5	6	6	7	4D
4E	4	4	4	4	5	4	3	3	4	6	6	4	4	2	3	4	5	7	6	5	4	1	2	3	4	4	4E
4F	4	4	4	4	5	5	4	3	4	6	6	6	5	2	2	2	5	7	7	6	5	2	1	2	3	3	4F
4G	4	4	4	4	5	5	4	3	3	6	6	6	5	3	2	2	4	7	7	7	6	3	2	1	2	2	4G
4H	4	4	4	4	5	5	4	3	3	6	6	6	5	4	3	2	4	7	7	7	6	4	3	2	1	2	4H
5A	5	5	5	5	6	6	5	4	4	7	7	7	6	5	4	3	5	8	8	8	7	4	3	2	2	1	5A
	1A	1B	1C	1D	2A	2B	2C	2D	2E	3A	3B	3C	3D	3E	3F	3G	3H	4A	4B	4C	4D	4E	4F	4G	4H	5A	

These eight oppressive taxi zone maps are the eight reasons why taxi service in D.C. has gone to hell! These are the eight reasons why our taxi industry that once had 80 percent of its drivers working full time, now has 80 percent of its drivers working only part-time.

Over the years, represented by these eight oppressive taxi zone maps, 1935-1973, the D.C. Public Service Commission (P.S.C.) has deliberately ignored the interest of the public and the legitimate needs of the taxi industry by inflicting cruel and unusual punishment on the D.C. cab drivers by making it mandatory that they must use these sadistic taxi zone maps. The use of the rigidly fixed boundary lines made up of arbitrarily selected streets, creates zone areas of unequal size. The oppressive 1935 taxi zone map has 4 such zone areas, making it possible to get a one zone ride of over eight miles for as little as 20¢. The oppressive 1969 taxi zone map has 26 such zone areas. Each of these taxi zone maps is a monstrosity and a jigsaw puzzle. With any of these taxi zone maps you can make an exorbitant profit on one trip, only to have it wiped out on the next trip. With the oppressive 1969 taxi zone map now in use, a six block trip can cost as little as 60¢ within zone areas 1-A, 1-B, 1-C or 1-D, or, can cost as much as $1.45 from zone area 3-C to zone area 4-D, or, a five mile trip can cost as little as 75¢ within a single zone area, such as, 3-D or 4-D.

In each of these taxi zone maps, the zone boundary lines automatically becomes a no-man's land. Those cab passengers unfortunate enough to be living within 1, 2, 3, 4, or 5 blocks of a zone boundary line and wanting to use a cab to go a short distance of 1, 2, 3, 4, or 5 blocks, but where it is unavoidably necessary to cross a zone boundary line, learn all too soon that they must pay a two zone charge. With the oppressive 1969 taxi zone map now in use, that makes it a charge of $1.10, whereas, the same short ride within our least expensive zone areas 1-A, 1-B, 1-C or 1-D, the charge would only be 60¢, or, 50¢ less. Is it any wonder that virtually all such short trips have been practically eliminated by the action of such would-be passengers, who refuse to be taken for suckers and therefore, even though they would prefer to ride a cab these short distances, walk instead. But, what about those cab passengers that live in the high crime areas? It is a matter of life or death to them. Their need to ride a cab is an urgent matter of self-protection and self-preservation for such short distances. Must these unfortunate cab passengers be forced to pay these exorbitant cab rates because of a P.S.C. that couldn't care less about them? This is just another example of the abusive use of its authority that the P.S.C. has forced upon these helpless cab passengers. There is no excuse or justification for allowing such rotten treatment of our short trip cab passengers to continue.

The only possible and satisfactory sollution to this problem, is to create zone areas of equal size, wherein, the cab-riding public pays for the distance he travels. It can be best achieved by adopting the mileage rate zone system, a floating zone system based on the airline distance, 70¢ for the first mile, 30¢ for each additional half-mile, and, 30¢ for each additional passenger. The mileage rate zone system will decrease the rates where needed, increase the rates where needed, and, leave the rates unchanged where needed. Sixty percent of the cab-riding public will pay no increase in rates.

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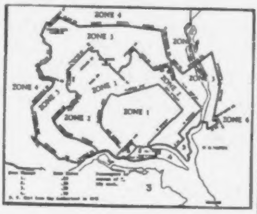

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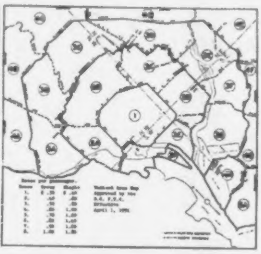

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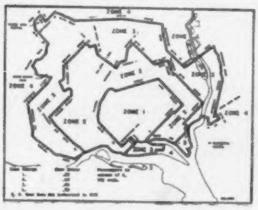

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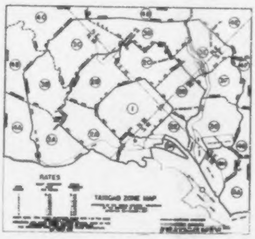

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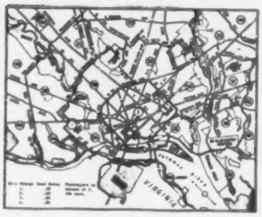

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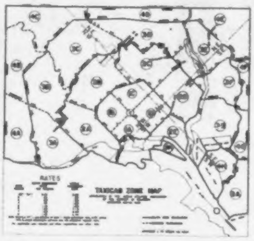

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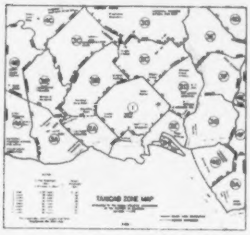

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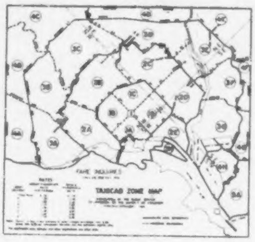

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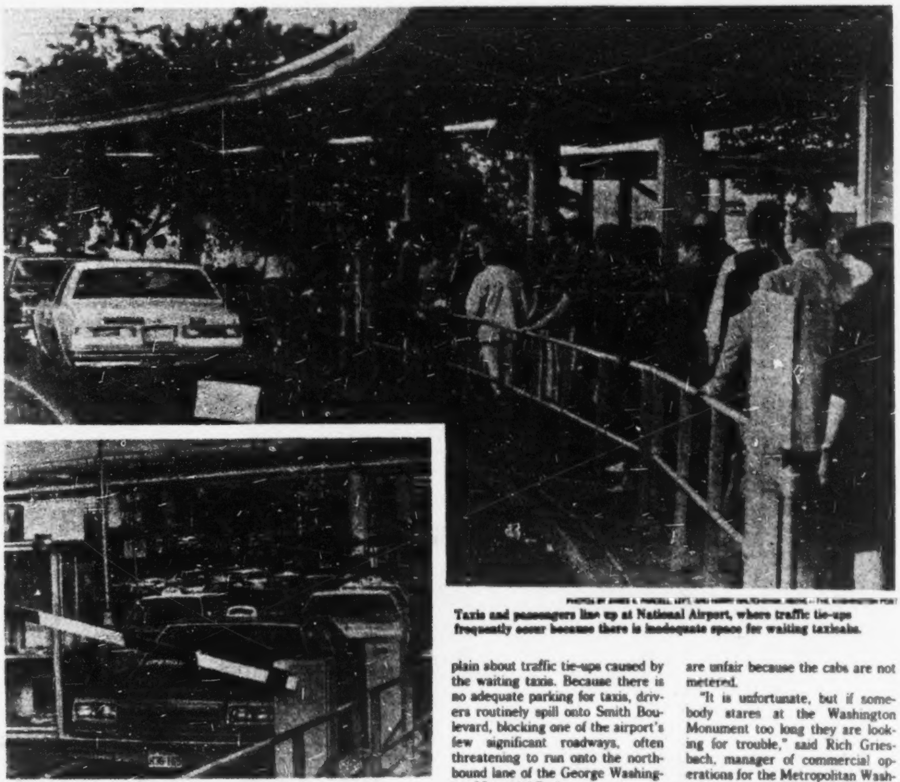

PHOTOS BY JAMES A. PARCELL, LEFT, AND HARRY NALTCHAYAN, ABOVE—THE WASHINGTON POST

Taxis and passengers line up at National Airport, where traffic tie-ups frequently occur because there is inadequate space for waiting taxicabs.

Hacking at National

91 Cab Companies Compete for Business At the Airport, and Result Is Near Chaos

There are more than 10,000 licensed taxis in the Washington area, and at certain moments most seem to be parked at National Airport.

Almost a third of all passengers arrive at National by cab, according to the Federal Aviation Administration, with 91 taxi companies from the District, Maryland and Virginia competing to serve them.

"I think it's fair to call the situation a mess," said James A. Wilding, who runs National for the FAA. "The airport is open to any cabdriver in the region."

FAA officials say 5,000 taxis are dispatched from National on a typical day. Last year, 1.75 million taxi drivers each paid their 50-cent toll to the FAA for the right to vie for a fare. Because of huge turnover in the industry, many drivers are new to the business and often are new to the Washington area.

"I got here last week on a business trip," said Ron Tollen, a Detroit marketing executive, "and I asked the guy to take me to the Capital Hilton. Instead, he took me to Capitol Hill."

Also, travelers and officials complain about traffic tie-ups caused by the waiting taxis. Because there is no adequate parking for taxis, drivers routinely spill onto Smith Boulevard, blocking one of the airport's few significant roadways, often threatening to run onto the northbound lane of the George Washington Memorial Parkway.

Like many proposals for change at National, an FAA plan to demolish two underused hangars to accommodate taxis has been simmering on the back burner for years without the funds to implement it.

The rules for taxis at National are unique—and uniquely confusing—primarily because the airport sits at the edge of three jurisdictions. A Virginia driver may legally take a traveler to any destination from National, but District and Maryland cabs may take people only to their respective localities, according to the FAA. Because of the restrictions, there are two taxi lines.

The system was designed as an incentive to drivers, so a cab bringing someone to the airport from Greenbelt, for example, would not have to drive an empty car back.

Another aspect of the District system prompts constant complaints from customers: Charges are unfair because the cabs are not metered.

"It is unfortunate, but if somebody stares at the Washington Monument too long they are looking for trouble," said Rich Griesbach, manager of commercial operations for the Metropolitan Washington Airports. "There should be a single system. A cab should be a cab."

FAA officials and airline industry representatives have said they would like to see only metered cabs at the airport, but several attempts to bring meters to D.C. cabs have failed.

"It's like a lot of things at the airport," said John Flowers, who until recently was in charge of the taxi dispatching system at National. "It's a political problem. Everyone knows there is a huge amount of overcharging. There is no question about it. Without meters it's hard to eliminate. There has to be a better way."

Many cities issue medallions or permits to a limited number of cabdrivers who are then allowed to work at the airport. But primarily because of the jurisdictional wrangles, that has not been done at National.

"It's what you call an open system," said Flowers. "That means anything goes."

THE WASHINGTON POST SATURDAY, MAY 17, 1986 A22

What Color Is Your Passenger?

Thanks to Courtland Milloy for telling it like it is about D.C. cabdrivers ["Complaints of a Taxi Rider," Metro, May 13].

I am a black woman, employed with a lobbying group, and must frequently take cabs from my 16th Street office building to Capitol Hill and other destinations. I've lost count of the times I've waved futilely for empty cabs that didn't stop. Nor did they display an "On Call" sign.

Often cabdrivers pull over, roll down the window and grudgingly ask where I'm going before I can get into the cab. I know from experience that if I'm headed to far Southeast, I'd better step back a few paces before saying so; otherwise, I risk getting my toes smashed by the cab's wheels as it speeds away.

The fact that cabs are frequently parked in front of the Carlton Hotel—directly across the street from where I work—does not make it any easier. Some of the drivers sitting there turn their heads as soon as they see me or—as I've observed from my office window—any other black person approaching. Apparently, they would rather sit idly waiting for a hotel patron who might be going to the airport.

Of course, whenever I walk out of the building with my (white) employer, before he can raise his arm cabdrivers practically run into each other trying to get to us.

The saddest thing about the D.C. cab mess is that the few scrupulous drivers are outnumbered by the lackadaisical ones who don't care what type of service they provide, don't know the city and don't deserve a hacker's license.

LORETTA PARKER BROWN
Washington

Mr. Milloy joins every other taxi rider in this city in voicing his complaints about what may be the nation's worst taxi system. But he misses the mark when he places all the blame for poor service on the racist attitudes of taxi drivers.

As a white professional (in business attire), I have waited extensive lengths of time to attract a cab, been told by a particular driver my trip wasn't far enough and been forced to travel far out of my way so a driver could scout for additional passengers.

The problem with D.C. cabs is that they operate under an antiquated system designed to give the Capitol Hill elite a cheap ride through a gerrymandered zone system. So long as cabs are controlled by Congress and the zone system remains, D.C. cabs will remain an annoyance to those who live and work here, and an embarrassing example of self-serving bureaucracy to the many visitors our city attracts.

Congress should give its authority over D.C. cabs to the D.C. government, and the D.C. Council must then see that the cabs are fitted with meters, enabling them to enter the 21st century. The time has come to do away with those difficult-to-read and out-of-date zone maps and complicated fare schemes that make it easy for cabbies to take advantage of the unsuspecting.

Perhaps cabbies do deserve a fare increase, but only if their professionalism and commitment is raised proportionately. Let the D.C. government have complete control over the taxis and we're bound to see some improvements. It couldn't possibly get any worse.

STEVEN KOPSTEIN
Silver Spring

BY MARGARET THOMAS — THE WASHINGTON POST

THE WASHINGTON POST
WEDNESDAY, MAY 21, 1986 A28

What Color Is Your Passenger?

The complaint of Courtland Milloy about the rudeness of Washington cab-drivers [Metro, May 13] was a legitimate statement of a common condition in Washington. But then he spoiled his story completely by claiming that only blacks are affected by this shoddy treatment.

Having used cabs in Washington for 18 years, I too have had the same experiences, and I happen to be white. In fact a black cab-driver tried to get my goat two years ago by complaining about whites in general.

To address a serious fault in our taxi service by blaming it on racial prejudice is absurd. Let's have metered service.

FREDERICK N. ALLEN
Arlington

THE WASHINGTON POST TUESDAY, JUNE 3, 1986 A18

One Good Cabbie

I have recently noted a number of letters complaining of the behavior of Washington cabdrivers. Here's a different kind of story.

Arriving at Dulles at 11 p.m., I was to meet my husband at the Washington Hilton at 11:40. I waited and waited, my suitcase feeling heavier and heavier and (bad planning) my pockets containing only pesos and travelers' checks. I did put in a collect call home—no answer as the children slept soundly; I had no idea where my husband was.

At about 12:10 a taxi drove up and a gentle Jamaican or Barbadan voice in the darkness asked if I needed a cab. I said I guess I did but asked if the driver could cash a $20 traveler's check. No problem, he reassured me, helped me in, and took me home. There, he helped me with my "box," but then refused the check. He said he would have too much trouble cashing it to make it worthwhile. I asked for his name so that I could send him the $3 I in fact owed him; he refused staunchly. My thanks were all he wanted, he said, and off he drove.

Exhausted and worried (though my husband appeared shortly from the wrong Hilton), I lacked the presence of mind even to notice what cab company was lucky enough to employ my good Samaritan. So I'm now trying to balance his generosity against the angry stories that have been appearing here in recent weeks.

DEBORAH C. FORT
Washington

Taxi Drivers Are 'Good Guys'

THE WASHINGTON POST SATURDAY, MAY 24, 1986 A23

In reference to Courtland Milloy's "Complaints of a Taxi Rider" [Metro, May 13], I must confess that I am burning up! I am a part-time cabdriver born in Washington 60 years ago and have been driving a cab for 35 years.

Every time a politician runs low on issues to discuss or debate, he or she will pull out the lowly cabdriver to kick around. I suspect Milloy was short on issues to write about that day and decided to lambast all D.C. cabdrivers because of a bad experience he had with one.

Milloy pays scant attention to the "good" cabdrivers out there and infers that the "bad" cabdrivers have overtaken them. Therefore, in his opinion, most of the cabdrivers are "bad."

May I say that most D.C. cabbies are courteous and honest. We perform a vital and necessary service, helping people to keep appointments—doctors' visits, meetings, airports and trains—that they would not otherwise be able to keep using other forms of transportation.

Milloy ends his article indicating that he will vote against the next fare increase (and hopeful that everyone else who read his column will do likewise) to punish all cabdrivers, good and bad.

I think the good guys are still in front.

—Thomas A. Warrick

•

As an ex-cabdriver in the District of Colombia, I feel compelled to dispel a few fallacies held by the public as were exhibited once again by two letters I couldn't help noticing in the Washington Post.

Fallacy No. 1: Passengers are being passed up because of their faces, especially blacks. It has been reported more than once by The Post, often quoting members of the Public Service Commission, that the zone system discriminates. It discriminates on the basis of where the passenger is going. Why else would the driver be interested in where you are going if how much he gets paid did not depend on it? As blacks should particularly know, laws that discriminate are difficult to enforce, as was discovered by such cities as Mobile, Ala., that tried to force people to sit in the back of the bus because of their race.

Fallacy No. 2: Congress is forcing the District to use the zone system. Congress has never prohibited the installation of meters, but it *has* prohibited the federal government from having to pay for them.

Fallacy No. 3: The zone system favors only members of Congress. All anyone has to do to see this is false is to take a trip from anywhere downtown to the District line, ask the driver what the fare is just before crossing the line and then ask him what it is just after you cross the line. When I was driving, many times the fare would double, which explains why a driver is willing to go to National Airport, but not Southeast Washington.

Next time, that letter writer should carry a suitcase. She will see I am speaking the truth.

—David Jones

INSTRUCTIONS FOR INSCRIBING PARCEL POST ZONE ARCS ON MAP

(1) Put thumb tack through the dot on the other side of this rule where arrow points to "Your City" (2) Then place rule on the map so that thumb tack goes through map at point where your city is located (3) then inscribe arcs for Parcel Post Zones by placing point of a color pencil through the holes on the rule that indicate the various zone distances—in a series of six arcs.

YOUR CITY	ZONES 1 & 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8
→	<150 Mi	150-300 Mi	← 300-600 Miles →	← 600-1,000 Miles →	← 1,000-1,400 Miles →	← 1,400-1,800 Miles →	Over 1,800 Miles

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SELF-ZONING MILEAGE RULE This is your rule for making [illegible] for the Parcel Post zone [illegible] on the back of the Pitney Bowes Postal Rate and Information Chart. SEE INSTRUCTIONS FOR USE ON REVERSE SIDE

YOU CAN MAKE THIS YOUR PARCEL POST ZONE MAP, WHEREVER YOU ARE

(Read Instructions on Attached Self-Zoning Mileage Rule)

Pitney Bowes

SELF-ZONING

Parcel Post Map

OF THE UNITED STATES

See Instructions on attached
Self-zoning Mileage Rule

CAUTION—Because Parcel Post Zones do not always follow exactly true arcs this map will not always be 100% accurate. But it [illegible] ectly place practically all your shipping points safely within their proper zones. When a given town or city is close to a zone line you should play safe by checking with your local post office.

NOTE: All cities shown on this map have first class post offices

[illegible] 1953 Pitney Bowes [illegible]

Early 1983

	Approximate Population	Number of cabs	Number of persons per cab	Using the number of persons for each cab Washington, D. C. with its population of 650,000 would have the following number of cabs.
Alexandria, Virginia	106,000	566	188	3,457
Arlington County, Virginia	160,000	445	360	1,806
Fairfax County, Virginia	600,000	179	3,352	194
118 Falls Church Yellow Cab				
39 Springfield Yellow Cab				
13 Reston-Herndon Cab				
9 Belvoir Cab				
Montgomery County, Maryland	600,000	344	1,744	373
Prince Georges County, Maryland	600,000	410	1,463	444
TOTALS	2,066,000	1,944	1,063	611
Washington, D. C.	650,000	7,712	84	
GRAND TOTALS	2,716,000	9,656	281	2,313
Atlanta, Georgia	2,109,000	1,540	1,370	474
Baltimore, Maryland	787,000	1,072	734	886
New York City, New York	7,071,030	11,787	600	1,083
GRAND TOTALS	9,967,630	14,399	692	939

THE WASHINGTON POST ... TUESDAY, MAY 13, 1986 B3

COURTLAND MILLOY

Complaints of a Taxi Rider

After standing on a curb for nearly 30 minutes trying to hail a taxi one recent afternoon, I finally managed to get one to stop.

With much relief I said, "Take me to Pennsylvania and Sixth Street Southeast."

"Southeast!" the driver snapped. "Man, come on, don't do this to me. I just came back from over there. I can't make no money doing those junk runs . . . ."

I wanted to tell him to cut it out and let me out. But then I thought about that half hour wait on the curb, how embarrassing it was to keep waving your arm at a cab that will not stop.

Fellow pedestrians had acted like I was handicapped. One man even offered to flag a cab for me. But he was black, too, and wasn't even wearing a suit. The only good he did was to give me someone to curse with about how sickening Washington's cabdrivers can be.

There are about 10,000 licensed taxi drivers in the District of Columbia. Add to that a growing fleet of "gypsy" drivers, and there is no reason why anybody who wants a ride should not get one.

But what you get are some of the nastiest, the rudest and the most ignorant drivers anywhere. And the only people who are treated worse than black men by these licensed shysters are black women, whom I have seen cursed and physically threatened for refusing to be cheated by a driver.

Last year, the D.C. Public Service Commission voted to raise cab fares across the board by 22 percent.

William J. Wright, chairman of the D.C. Taxi Industry Group, which represents 60 percent of D.C. cabs, hailed the decision, saying that he believed both the industry and the public would benefit from the rate increases.

But this has not proved to be true.

"As long as we are still on the zoning system where a passenger can ride for two blocks and pay $2.10 and another passenger can ride four miles for the same fare," Wright added, "you're going to get cabbies that will be partial."

Partial? Try racist.

"A fare to Southeast may not tip," Wright continued, "and it's hard to get a return fare back into the city."

Back into the city?

Imagine any other industry that is regulated by the D.C. Public Service Commission getting away with service like that. There would be an uproar if C&P Telephone Co. refused to serve Southeast because residents didn't make as many calls as people who worked on K Street Northwest.

I must add, however, that there are a few good cabbies. Some do return property left on the back seat and now and then a cabdriver will actually take a short cut or help somebody who has run out of gas.

But the good guys have been overrun by the bad.

I saw one cabdriver who already had two passengers stop for a white man who was not even looking for a cab. The man was just standing on the curb with a briefcase and the driver, who had passed me up, stopped and tried to coax him into getting in.

I was so furious I began running after the cab, and if I had seen a brick on the way, I would probably be in jail today.

"Why," I asked the cabdriver who finally stopped for me, "do you guys treat us this way?"

He looked at me with contempt through the rear view mirror and growled, "Most of you black guys don't have any money and you always want to go farther than anybody."

I pointed out that Sixth and Pennsylvania was virtually on top of Capitol Hill, and he immediately started to hem and haw.

"Look," he said. "I just got here a few months ago [he was from Ethiopia]. I have a college degree and can't find a job so all I can do to make ends meet is drive this piece of junk."

William Wright tries to justify this attitude by saying, "Even with the new increases we are still the lowest paid cabdrivers in any city in the country, and until we switch over to the meter system, then passengers will have to bear with their gripes."

We'll see about that the next time he goes before the Public Service Commission seeking another fare increase.

THE WASHINGTON POST ... TUESDAY, MAY 27, 1986 C3

COURTLAND MILLOY

Another View of District Cabdrivers

William Wright, chairman of the D.C. Taxicab Industry Group, which represents independent cabdrivers, opposes metered cabs.

"Although our critics have attempted to prove that meters are the answer to every problem that affects the taxicab industry, the facts simply do not support this view," Wright wrote in a letter to me titled, "Complaints of a Cab Driver." I had incorrectly written that he favored meters in a column two weeks ago.

"In a recent hearing before the D.C. City Council, we presented documents showing the shortcomings of cities with metered cabs. In Boston at the airport, you can't get a cab unless you are going to certain parts of the city and the record shows that they do overcharge.

"In all sections of this city you will find taxicabs hauling the sick, picking up fares of all races, never knowing if they are going to be paid at the end of the trip," Wright wrote. "Many an empty cab goes 20-25 blocks to pick up a fare who has called for a cab, only to be criticized by someone who is passed up while they render this service."

Wright maintains that cab service is improving, despite many letters I have received saying that it is not. Wright invites complainants to compare the District's cab system with the one in New York, or even the one in Alexandria.

"Some cab drivers in Alexandria won't even take you to Crystal City because they say the run is too short," Wright said. "It has nothing to do with meters. In every city, there will be runs that some cab drivers will not want to make. That's just the way it is. But it is better in Washington than in most places."

Wright cites a taxicab penalty bill passed by the D.C. City Council two years ago as part of the reason for the improvement he sees. Under city law, a cabdriver who refuses to transport a resident can be subject to a $300 fine.

"About $50,000 in fines were collected last year—and the word is out," Wright said. "If a rider makes a complaint, and the driver does not show up for the hearing, the driver can still be fined $300."

Another city law, which requires prospective cabdrivers to take a course at the University of the District of Columbia and then take a test to get their license, does not appear to be working as well, Wright claims.

"The test that the driver must now take to get an ID to drive has little to do with whether a driver is capable of going to all sections of this city or understands the kind of service that the taxi industry is expected to provide," says Wright. Only about 5 percent of the prospective cabdrivers who take the test pass, and an increasing number of them are from other countries and have college degrees when they arrive in Washington.

Wright also believes that with metered cabs come limitations on the number of cabs that can operate. Those favoring meters on cabs also believe that the city could use fewer cabs, and would push to have the numbers reduced from about 7,000 to 3,000, he said.

Most of the cutbacks would occur among the independent drivers, who are represented by Wright, and not the cab companies, he said.

"Meters would mean the end of the cab system as we know it in the District, but the improvements that people are hoping for would not be the result," Wright said.

Wright sees independent cab driving as the hard-working man's means of making extra money. In this city, it is a job that many blacks have done to work their way through college or earn money for their children's education.

The cab system here is thought to be the only one in the country in which the majority of drivers are black. Thus Wright seeks to protect what is essentially a means of economic advancement within the black community. He has a lot at stake, and this puts a lot of pressure on those cabdrivers who are qualified and courteous to compensate for those who are not.

THE NEW YORK TIMES, THURSDAY, JANUARY 23, 1986 **A 1**

For Many Cabbies Today, It's Not Noo Yawk

By MAUREEN DOWD

The taxi driver of New York lore — that brassy, middle-aged, street-smart cabbie who loves to palaver on sports and politics — is going the way of the Checker cab.

A new report, based on a yearlong study of the New York Taxi Drivers Institute, paints quite a different picture of the city's new breed of taxi drivers.

Three-quarters of the 4,300 aspiring cabbies surveyed — applicants for hack licences, most of whom are now drivers — were immigrants. They were natives of 82 different countries, from Albania to Yemen.

Those polled were attending the mandatory institute course in geography and courtesy. Their median age was 33, and they were relatively well educated. More than half had completed two or more years of college.

But only half said they spoke English at home, instead citing an exotic range of languages that included the West African dialects of Ga, Efik and Kru and the Indian languages of Gujarati, Telegu and Malayalam.

There were more new drivers from Haiti than from New York City, and more from Bangladesh than New Jersey. While there were 133 applicants surveyed from the Soviet Union, there was only one from Kansas.

What Image?

"The television and movie image of the quintessential New York driver has gone out of business," said Dr. Anne G. Morris, the study's project director, who heads the Center for Logistics and Transportation at the Graduate School and University Center of the City University of New York.

"The composition of cab drivers has changed to mostly foreigners, who work very hard but are not as savvy."

The survey was conducted from October 1984 to May 1985.

Ellen Weiman, a spokesman for the City Taxi and Limousine Commission, estimated that more than 90 percent of those surveyed had gone on to become cab drivers.

"The Taxi and Limousine Commission has found the results of the study reflective of what the industry has turned into, i.e., an immigrant population of cab drivers," she said.

Dr. Morris said the survey underscored the need for mandatory geography and map-reading courses, and may also help explain passengers' complaints about cab drivers who do not know the way to Grand Central Terminal or the Brooklyn Bridge.

A quarter of those surveyed had lived in the city for three years or less. "That's not very long to get to know your way around," Dr. Morris said. "The institute training gives

Continued on Page D28, Column 1

Immigrants Replace Cab Driver of City Lore

Continued From Page A1

them a grip on what it's all about in America."

Far from being brassy, the new breed tends to be defensive about their profession. "They are very troubled by the negative image of cab drivers," said Dr. Morris, who conducted group interviews with the applicants to ascertain their view of the industry and the training course.

"They feel they do grueling work and make an effort but that they are dismissed as stupid people who steal and don't know anything," she said. "And that's simply not true."

The aspiring taxi drivers were also worried about the dangers of the business. "One of the students said, 'I just want to earn a living and not get killed,'" said Dr. Morris. "This shapes the type of people who go into the industry. They are recent immigrants, people who have more limitations in terms of job opportunities and who are forced, despite their concerns about danger, to take these jobs."

Dr. Morris suggested that the fear of crime might be what is keeping the industry a largely male bailiwick. Those surveyed included 4,247 males and 122 females.

The Taxi Drivers Institute was started in 1984. Anyone applying for a hack license has to complete its 20-hour course, which includes geography, courtesy and driver-passenger relations.

Study Financed by U.S.

According to the study, most of the aspiring cabbies believed, prior to their training, that there was no need for such a program and that it was, as they put it, "a Taxi and Limousine Commission rip-off." But, Dr. Morris said, after the program, most students had a change of heart and gave the program and teachers — former cab drivers — high praise.

"We feel that from the positive reaction of the students, that the course will eventually help eliminate a lot of the complaints against cab drivers," Miss Weiman said.

The study, financed by a $71,766 grant from the Urban Mass Transportation Administration of the Federal Department of Transportation, was conducted jointly by two units of the City University of New York — the Center for Logistics and Transportation and the Fiorello H. La Guardia Community College.

Dr. Morris said this census represents the first such demographic profile of the taxi industry anywhere in the country. It reflects the same sort of changes that appear to be taking place in other major cities, such as Washington and Dallas, she said.

She speculated that the shift to drivers' leasing their cabs, instead of being paid by salary plus commission, may have attracted more new immigrants to the taxi work force.

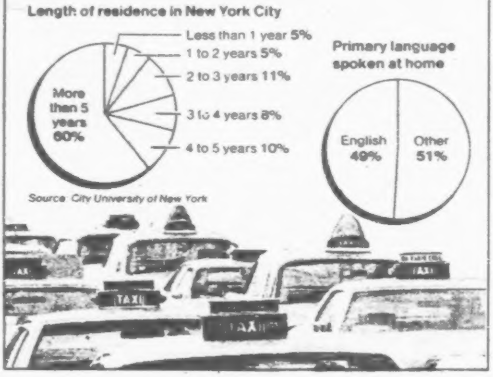
'No Career Ladder'

"With leasing, there's no career ladder, so it doesn't attract people with other options," she said. "College students or actors might prefer to work in restaurants rather than having to pay the up-front costs of leasing, which can range from $75 to $100 per shift."

Dr. Morris said she would like to continue studying the industry to determine whether the new breed of taxi drivers will contribute to slowing the industry's traditionally high turnover rate.

"Many of these people may regard taxi driving as more of a long-term calling, because there's a lot of independence in the job," she said. "It's one thing a small businessman can go into. You buy a medallion; you have your own business.

"These people want to make it, professionally and economically, and be respected."



Portrait of New Taxi Drivers

From a survey of 4,396 new applicants for hack licenses enrolled in the New York Taxi Drivers Institute. Survey was conducted Oct. 19, 1984, to May 19, 1985. Numbers are rounded.

Source: City University of New York

The New York Times / Jan. 23, 1986

THE NEW YORK TIMES, MONDAY, JANUARY 6, 1986 D1

New Yorkers & Co.

The New York Times/Jack Manning

Ronald Stoppelmann, president of Bell Transportation System, with part of company's fleet of medallion cabs.

Meaner Streets For Yellow Fleet

By SANDRA SALMANS

THE subway thunders past Ronald Stoppelmann's office every few minutes, overriding conversation and filling his window with a flash of graffiti. "It goes all day," he said, "and I see less and less people on it."

Ridership on the RR line — and other lines as well — is not just a matter of casual interest to Mr. Stoppelmann, the 47-year-old president of Bell Transportation System in Long Island City.

Bell owns 282 yellow medallion cabs, which puts it among New York's largest fleets. It is thus one of a handful of survivors in an industry that is increasingly dominated by individually owned yellow cabs and the so-called black cars that respond to radio calls. (In theory, only yellow medallion cabs can be hailed on New York City streets, but the black cars often cruise for passengers. In the taxi business, rules and reality seem to diverge more often than they coincide.)

With the new $1 bus and subway fare narrowing the difference between the cost of mass transit and short taxi rides, the business — and shortage — of yellow cabs has become a matter of growing concern. There are only 11,787 yellow cabs on New York's streets, the same number as in 1937; the limit, which is imposed by the city, has helped raise the market price of a medallion to $100,000. Last year, Mayor Koch proposed doubling the number of medallions, but nothing was done. Then he proposed a more modest 10 percent increase. That proposal awaits action by the City Council.

For taxi owners such as Mr. Stoppelmann, who is also president of the Métropolitan Taxi Board of Trade, the association of fleet owners, the solution is clear: The city should raise fares, not the number of taxis. "Adding taxi cabs moves less people slower," he said.

What ails the taxi business, he maintains, is the deterioration of the subways. "That system was the greatest in the world," he said, pointing out his window. But now, he laments, "There is no way on God's green earth that I would ride the subway. If I had a daughter, which I don't,

Continued on Page D6

The Streets Get Meaner For a Yellow Cab Fleet

Continued From First Business Page

I would forbid her to ride the subway."

In Mr. Stoppelmann's view, the problem is that the yellow cab has replaced the subway as mass transit. "There are people riding that cab who really shouldn't," he said, and that means, in his view, fewer yellow cabs for people who really need them — notably business people making short midtown trips.

Like most of the fleets, Bell is a family business. It was founded in Manhattan by Mr. Stoppelmann's father-in-law with a couple of taxis in 1936, back when it cost $50 to get a medallion from the city. Over the years it grew to some 450 cabs with garages in the Bronx and Brooklyn.

Mr. Stoppelmann, who has a master's degree in taxation and finance and had been on the partnership track at Arthur Andersen, came into the business in 1965, when medallions had slipped to about $16,000; his brother-in-law, Arthur Levine, is vice president. When his father-in-law died in 1972, Mr. Stoppelmann had to sell 100 medallions to pay the estate tax. In subsequent years he sold 88 more, moved to Queens and closed down the other garages.

Most of the other big fleets have also shrunk or folded in recent years — the victims of bad management, high costs or changing rules. Unless it is through marriage, the taxi business does not attract many M.B.A.'s. "I can't go to the business school at Pace or Columbia and say, 'I'm looking for someone to come into the taxi business,'" Mr. Stoppelmann commented. He said it is "mundane," hard work that involves long hours — Mr. Stoppelmann arrives at work at 5:15 most mornings and leaves at 5 P.M. — and bustling to get cars on the road.

"Every car we can lease is so many additional dollars," he said. "You can't delegate that to an individual who's not in the family." If his elder son had not joined the company, Mr. Stoppelmann said, he would have contemplated selling it.

Some of the families that owned yellow cab fleets have opted out. In 1982, after the Taxi and Limousine Commission said radios could be put in black cars, fleets began selling their medallions in favor of livery cars; the medallions were bought by individuals who owned one or a few — a "mini-fleet." Some, such as Scull's Angels, became all-livery companies that dispatch drivers to calls.

But that route did not appeal to Mr. Stoppelmann. "The black cars fight for business," he said. "It has no stability for the long term" — and Mr. Stoppelmann takes the very long term when subway service improves.

Besides, most of Bell medallions were acquired for a pittance. While the family might sell them for $25 million or so (dumping a large number of medallions on the market would depress the price), it would have to pay a formidable capital gains tax.

To maintain its fleet, Bell has huge capital and operating costs: It buys a new fleet of Dodge Diplomats, at $11,000 apiece, every 14 months, by which time the cars in the existing fleet each have 110,000 miles on the clock. Insurance, at $5,100 per car annually, is another expense. (Bell averages four "incidents" daily.)

Still, Mr. Stoppelmann said, "It's a good business, if managed right." When most of the cars are out — and lately more than 90 percent of Bell's cars have been out on the road day and night — the company grosses $200,000 a week.

Most of that money is collected in a way unknown until a few years ago. In the past, fleets paid drivers a commission, ranging from 41 to 50 percent of "the clock," and pocketed the rest. But in 1982 the taxi commission, trying to give cabbies an incentive to keep their cars on the road, instituted a leasing system. Now most of Bell's cabs are leased for 12 hours at a time to the drivers, who pay a fee ranging from $50 for a Sunday daytime lease to $73 for Friday night. (The company also nets $31 per month on advertising carried on each cab.) After the lease fee and gas, the driver gets to keep everything he makes on the clock.

That means less control for owners such as Mr. Stoppelmann. "With the commission driver, you'd say, 'Joe, you're not of that faith, you work Christmas Day,'" he recalled. This past Christmas, he said, only 184 of his taxis were on the street; on New Year's Day, it was about 210.

Like other fleet owners, Bell gets its drivers — it uses 1,100 in an average week — from help-wanted advertisements; some work regularly for the fleet, but more than half stay less than a year. They drive under a temporary license while they take 20 hours of classes, run by the taxi commission, on "English, geography, courtesy, rules of the road, that kind of thing," Mr. Stoppelmann said.

It is probably not enough time, he acknowledged, but to have higher-quality drivers, fares would have to be higher, too. "The New York cab driver is probably one of the hardest-working people in the country," he said. "He takes a tremendous amount of abuse."

THE WASHINGTON POST Thursday, July 12, 1984 ... A20

Get Hacks Out of Hacking

LET FEAR FINALLY strike the heart (or first downtown zone) of every taxi driver who has ever given you a hard time: revenge is in the offing. If D.C. Council member H. R. Crawford has his legislative way, the city's current stepped-up enforcement efforts will be buttressed by new controls on who can qualify to drive a cab here. Primary targets for elimination are those drivers—surely you have encountered one or two—who not only refuse to take you to your requested destination, but also don't know the difference between the Capitol and the Capital Centre, the Supreme Court and the tennis courts at 16th and Kennedy streets NW.

GETTING THERE

Mr. Crawford, you see, and a colleague on the council, Wilhelmina Rolark, know whereof they speak on this subject—because they got the no-go snapped at them by some rude hackers just the other week. The result: it's called Bill 5-453, the "Hacker's License Requirements Act of 1984." Its best feature: a toughening of the test, which now is only a 25-question, multiple-choice exam. Mr. Crawford's bill would increase the test to 50 questions, five of which would require an applicant to state what route he would take to go between various points.

Also proposed is a limit on the number of licenses that would be issued, which may not be as good an idea as the test-toughening. Mr. Crawford explains that because there are more than 10,000 licensed cabbies in the city—more per capita than in any other metropolitan city in the country—competition is pushing drivers to the bigger-fare trips, thus causing them to ignore passengers for other trips. His bill would limit licenses to 10,500 for a five-year period. We suspect that competition doesn't hurt, that the tightening of the test and one other measure called for in the bill—specifying precisely which non-U.S. citizens would be allowed to drive cabs—would go a long way toward solving the worst problems.

It turns out that already many people are driving in violation of federal laws. The city's license office recently started sending documentation supplied by alien applicants to the Immigration and Naturalization Service for verification. Since March, Mr. Crawford reports, 730 of these documents have been sent, and at least 99 indicate ineligible applicants or counterfeit documents. The new local bill includes language requested by the INS, describing those aliens who are authorized to work.

Mr. Crawford also is seeking a regional approach to these problems, through action by the Metropolitan Washington Council of Governments. That's good, because some of the worst drivers we've encountered ply those cloverleafs and back streets of the Virginia suburbs. In the name of the vast majority of hard-working, dedicated and honest hackers in and around Washington, Mr. Crawford's efforts deserve a collective hail from every curbside.

THE WASHINGTON POST Sunday, July 15, 1984 B 6

A Hacker's Response on Hacking

We agree 100 percent with "Get Hacks Out of Hacking" [editorial, July 12].

D.C. Council members H. R. Crawford and Betty Ann Kane have introduced bills to correct what is wrong in the D. C. taxicab industry. Betty Ann Kane's bill would take the D.C. Public Service Commission out of the taxicab business. We are convinced that the PSC is a dead-end street.

We have suggested that the city have a nine-member taxicab commission with five full-time cab drivers with at least 20 years of experience, two members from taxicab management with at least 20 years of experience, one from the public and one a city official. Such a commission would have the needed experience to succeed where the PSC has failed.

No one method for the computing of taxi fares should be made mandatory. The cab companies should have the choice of using the mileage rate zone system, taximeter or odometer. All three systems make use of the mileage traveled. All that is needed is a minimum rate to prevent a cutthroat price war.

H. R. Crawford's bill to change the testing requirements for becoming a cab driver from 25 questions to 50 questions does not go far enough. We must stop the problem before it starts. What is needed is a tougher examination, to be given only once a month. Only the top 10 percent passing it should be selected for a two-week training program. This training program would make certain that the newly licensed cab drivers are qualified to drive a taxicab.

Mr. Crawford's bill would also limit the number of taxicabs to be licensed to 10,500. We believe that the law of supply and demand should determine that number. In 1955, we had as many as 10,500 licensed taxicabs. Now, 29 years later it has leveled off to approximately 7,500 taxicabs, 3,000 fewer taxicabs. The law of supply and demand works.

IRVING SCHLAIFER
President,
Washington D.C. Taxicab Association
Washington

Thursday, July 12, 1984

Letters to the Editor
The Washington Post
1150-15th St., N. W.
Washington, D. C. 20071

Dear Editor:

We agree 100% with the caption of your editorial 'Get Hacks Out of Hacking', Thursday, July 12, 1984, Page A-20.

D. C. Councilmembers H. R. Crawford and Betty Ann Kane have introduced Bills to correct what is wrong in the D. C. taxicab industry. Betty Ann Kane's Bill would take the D. C. Public Service Commission (PSC) out of the taxicab business. We are convinced that the PSC is a dead end street.

We have suggested that we have a nine member taxicab commission with five full time cab drivers with at least 20 years of experience, two from taxicab management with at least 20 years of experience, one from the public and one a city official. Such a commission would have the needed experience to succeed where the PSC has failed.

The bus, truck, airline, radio, T. V. industry, etc., have been or are being deregulated more and more. Seattle, Washington and San Diego, California have deregulated their taxicab industry. The D. C. taxicab industry should be deregulated.

No one method for the computing of taxi fares should be made mandatory. The cab companies should have the optional choice of using the Mileage Rate Zone System, taximeter or odometer. All three systems make use of the mileage travelied. All that is needed is a minimum rate to prevent a cutrate, cut-throat price war.

The suggested minimum rate would be $1.20 for the first mile, 60¢ for each additional half-mile, 75¢ for each additional passenger, etc. A minimum time fare would also be needed. It would be the total time fare of 30¢ per minute or the total taxi fare, whichever would be greater. Let the cab passengers be the final judge as to which cab company will give them the best service at the lowest price.

H. R. Crawford's Bill to change the testing requirements to become a cab driver from 25 questions to 50 questions does not go far enough. We must stop the problem before it starts. What is needed is a tougher mental examination to be given only once a month. Only the top 10% passing it should be selected for a two week training program. This training program would make certain that the newly licensed cab drivers are qualified to drive a taxicab.

Crawford's bill would also limit the number of taxicabs to be licensed to 10,500. We believe that the law of 'supply and demand' should determine the number of taxicabs to be licensed. In 1955, we had as many as 10,500 licensed taxicabs. Now, 29 years later it has leveled off to approximately 7,500 taxicabs, 3,000 fewer taxicabs. The law of 'supply and demand' works!

We should not hand out taxicab licenses as though we were giving away candy. What we need are reasonable higher standards. Anyone desiring to put a car on the street as a taxicab in their own name, must also put up a cash performance bond and guarantee to be a full time cab driver for not less than two years. After their two years are up, they can choose to become experienced part time cab drivers.

We believe that all owners of taxicab licenses should be required to maintain a 'new taxicab replacement fund' in a bank of their own choice. They must save not less than $30 per week for each taxicab license they own. At $30 per week, $1560 would be set aside each year toward the purchase of a new vehicle. The 'new taxicab replacement fund' would be a simple and easy way to eliminate undesirable surplus taxicabs and have them replaced within a reasonable amount of time.

Simply stated, we can correct most of the problems that we are having with the D. C. taxicab industry by having profitable rates and higher standards.

Sincerely yours,

Irving Schlaifer

Irving Schlaifer, President
Washington D. C. Taxicab Association
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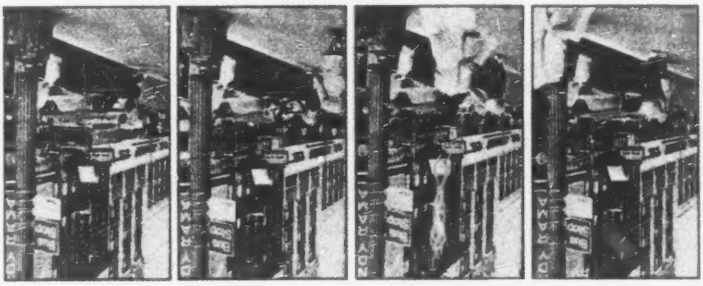
Phone: 202-723-2588

The underground economy is alive and well in Pittsburgh, where enterprising "jitney" drivers ignore the law to bring taxi service to poor neighborhoods.



Flouting the Law, Serving the Poor

By Glenn Garvin

"How are you doing, Millie?" The man in the yellow Pirates T-shirt, propped indolently against a steel railing in front of the Giant Eagle store, is solicitous. "You gonna be needin' some help today?"

Millie, a wizened and frail little black woman in her seventies, nods. "Please don't let me forget the butter this time," she says to the man as they walk into the store together. Passing them on the way out is a shopping cart piled high with brown grocery bags and shrieking toddlers, guided by a harried young woman in her mid-twenties. Her expression brightens as she spots an older man with a blue golf cap.

"Hello, baby," the older man calls. "You ready to go on to the Hill now?" The question is apparently a perfunctory one; even though the woman's attention is distracted by one of the kids, who is assiduously stuffing a plastic Luke Skywalker figure down his throat, the old man begins loading her bags into the back of his big blue Plymouth.

And a few feet away, a complex and emotional negotiation is taking place. "Since *when* has Mower Street been four dollars?" a woman in a blue kerchief demands, shaking a purse in the air. "Since *always*," replies a wiry little man, leaning back out of the path of the purse but setting his jaw nonetheless. "You know

PHOTOGRAPHS•FRED P KENDERSON

In Pittsburgh, there are probably twice as many jitneys as there are legal taxicabs.

it *always* been four dollars to go over to Homewood."

"I ain't lettin' you rob me like that, no ways," the woman says, stomping off. She stops a few feet away and begins another conversation—more softly—with one of the others who line the sidewalk in front of the Giant Eagle.

The wiry man shrugs his shoulders. There will be somebody else in a few minutes. It is Friday afternoon, grocery-shopping day in downtown Pittsburgh, and the customers are streaming up Highland Avenue to the store. Some of them are on foot, just out of the office. Others are climbing out of the Port Authority buses that stop just a couple dozen feet away. But no matter how they arrive, many of the shoppers will leave in "jitneys."

Virtually everyone in Pittsburgh takes jitneys for granted. But these illicit taxis are actually a remarkable example of entrepreneurs operating successfully in an underground economy, serving Pittsburgh's poor and minorities. The jitneys set their own rates and routes, offer a startling array of services unmatched by any of Pittsburgh's legal transportation companies, and are cheaper than their legal competitors.

Once, jitneys flourished openly (and legally) all over the United States. In the years before World War I, even comparatively small towns like Flint, Michigan, and Ashtabula, Ohio, boasted popular jitney services. Municipal governments, jealous of any competition with their city-franchised streetcar systems, nearly rubbed out jitneys in a frenzy of monopolistic legislation in 1915 and 1916, but some hardy entrepreneurs survived.

You can find their now-illegal descendants still cruising along King Drive in Chicago and hauling commuters up Boulevard East in the Jersey suburbs of New York. They ferry shoppers back and forth to grocery stores in Washington, D.C.'s Anacostia neighborhoods, refusing to submit even to the mild regulation of the local Hacker's Commission. A few places, like Atlantic City, even have legal jitneys, but there are illegal jitneys in far more places. There are jitneys in Atlanta, Los Angeles, San Diego, Buffalo, and Philadelphia. Even if they're illegal, there are probably jitneys in your town, too, if you know where to look.

But Pittsburgh is special. Pittsburgh is to jitneys as San Francisco is to cable cars. In Pittsburgh, there are probably twice as many jitneys as there are legal taxicabs. Jitney stands operate openly, sometimes even within shouting distance of cab-company offices. Grocery parking lots are jammed with jitneys. Says an official of one Pittsburgh taxicab company, "The jitneys dominate the market. The jitneys *define* the market. If they decided to cut their prices, we'd have to cut ours."

The local government and the state's Public Utilities Commission (PUC), both of which regulate taxis, don't wink at jitneys so much as they stare. At the Pittsburgh Police Department's Second Precinct headquarters, in the middle of a nest of black honky-tonks and joints known as the Hill, it is not uncommon for officers to summon a jitney to take a drunk home.

A PUC official recently noted that the commission's penalty for illegal jitneys, when it is imposed, is usually a fine of $100 and revocation of the state registration for the vehicle involved. However, he admitted that enforcement in Pittsburgh is "based largely on any complaints we receive," and speculated that the PUC looks at "less than 50" cases per year. Otto Davis, a Carnegie-Mellon University professor who has studied jitneys extensively, thinks the last real effort to crack down on jitneys may have been in the early 1960s, and no one else seems to recall any systematic effort since.

Mass transit is still officially a creature of the government in Pittsburgh, just as it has been almost everywhere else in the country since the advent of the electric streetcar in 1888. Generally, streetcars, buses, and subways either have been operated by cities or have enjoyed monopoly franchises shielding them from the free market. And with a few (but growing number of) exceptions, taxi companies are similar monopolies or are regulated so sharply that they might as well be. The US public-transportation system has been in place so long that hardly anyone questions it anymore.

But Pittsburgh's experience with the jitneys proves that there's another way. "What it proves, I think," says Otto Davis, "is that—at least under some circumstances—a free market in transportation *works*."

It's a lazy Saturday afternoon in Pittsburgh's Homewood district, a working-class black neighborhood. Morning marketing is over, there are no ball games or concerts today, and Homewood—along with the rest of the city—is quiet. In theory, it should be an easy time to call one of the city's 350 legal taxicabs. But don't bother calling a cab to Homewood, because it probably won't come.

"Yeah, I ain't surprised you couldn't get one," the jitney driver agrees amiably. "They don't like to come over here. Maybe part of it is because folks in this neighborhood ain't got a lot of money. And partly it's the crime. Especially at night, a cab driver don't like to come over here 'cause he's afraid he'll get robbed."

He laughs. "Hell, when *I* was driving for Yellow Cab *I* didn't like to come over my ownself at night. Nobody likes to get robbed." He pauses while he turns his big white Dodge. "And maybe," he continues after a moment, "maybe it's 'cause we're black over here. Whatever it is, it don't matter. You got a jitney, didn't you?"

This one came from a jitney stand. There are at least 44 (and probably many more) of these stands scattered through central and north Pittsburgh. Some of them are located in empty filling stations, some in small storefronts, some in garages or even apartments. They usually boast a sign that says "car service" followed by a telephone number. The drivers pay the station operator $10-20 a week. In return, he prints business cards and places them around the neighborhood—many if not most pay phones in black areas of the city have the cards taped to their front—and he acts as a dispatcher, taking phone calls and directing the drivers to customers who need a ride. Some customers call, others walk in.

"Mostly we get folks from the neighborhood," says this jitney driver, who says his name is Frank. "I'll take folks anywhere, but mostly they just want to go shopping around here, or maybe go to an office downtown."

Frank does not know he is talking to a reporter—he's just making small talk with a garrulous customer. Although officials have shown little inclination to bother the jitney drivers, they are all very aware that what they are doing is illegal. An open request for information is inevitably met with a blank stare and a mumbled, "I don't know nothin' about no car service"—in some cases, even as customers are getting into the car.

A $2.60 *cab fare costs* $2.00 *in a jitney, and the cab driver expects a tip—unheard of among jitneys.*

Frank is a typical jitney driver—60 years old, semi-retired, and living on a small pension that he supplements with his jitney earnings. "I used to drive a cab," he says. "But, hell, they wanted $50 a day for me to rent the damn thing from the company. How much money you think I had left over at the end of the day after I paid that $50? The money I make now, it ain't a lot. But it's a damn sight more than I was making from the cab company."

On this Saturday afternoon, there are six or seven drivers hanging around in the small brick building that is Frank's jitney station. Their cars are parked on the street outside, everything from big Lincolns to little Datsuns, although the bigger cars seem to predominate. Frank says there are 22 drivers who use the station. "We ain't the biggest, either," he explains. "There's one a few blocks over that has 45 drivers. There's at least 180 jitneys working within a dozen blocks of here—*at least*." He chuckles. "The jitneys are taking over this town."

So it seems. There are four varieties of jitney driver in Pittsburgh. There are the station drivers, like Frank, who are in many ways the most amazing part of the jitney phenomenon. In a business that is supposed to be at least semi-clandestine, the clearly-marked jitney stations almost cry out for official retribution. But none seems to be forthcoming.

Jitney drivers will deliver a package, drop off the laundry, escort a child—even give rides on credit.

The other kinds of jitneys are not so screamingly obvious, although any visitor to Pittsburgh can learn to spot them after about an hour in the city. In the downtown area, there are drivers who duplicate Port Authority bus routes; they pull up at certain intersections and honk to call the customers. Generally they charge the same rate as the buses, but they are willing to make short side-trips from the bus routes to deliver passengers to their doors. These are called "line-haul" jitneys.

Yet other jitney drivers work the airport and the bus station. At the airport, the jitneys seem to coexist peacefully with legal taxicabs and limousines. The cabdrivers will even refer customers to a jitney when some specialized form of service is required—say, a customer who wants to stop at a bank en route to his final destination.

At the bus station, things are somewhat rockier. The taxi drivers are prohibited from entering the station to solicit customers, but the outlaw jitneys scoff at such restrictions. They go into the bus station all the time, getting first crack at fares. There have been some fist fights as a result, and it is darkly whispered among the taxi drivers that a cabbie who was charged with rape a couple of years ago was somehow set up by the jitney drivers.

The final group of jitneys works the supermarkets. These men (in all Pittsburgh jitney lore and legend, there are no reports of any female drivers) not only provide transportation, they offer a sort of Boy-Scout-for-hire service. They help the frail and elderly with shopping, they will walk the cart through the checkout line for a busy customer who has to run across the street, and they load and unload groceries from the car. Like the jitney-stand drivers, they tend to be community types. They call greetings as customers approach the store, exchange gossip and pleasantries, and even act as a neighborhood billboard. At a grocery store on East Liberty Circle, I watched an elderly jitney driver hail a passing woman. "Norma," he called, "your mama's inside the store right now, and she'd like some help with the shopping." Norma smiled, waved, and headed inside. Store managers don't like to acknowledge the jitneys—"I'm not sure what you're talking about"—but they obviously tolerate, if not actually encourage, their presence.

Like Frank, most of the drivers are men between 55 and 75 years old who work four to six days a week. "They sit down there at the supermarkets and the jitney stands, and they talk to each other, shoot the breeze," says Carnegie-Mellon's Davis, who—with Norman Johnson of Florida A&M—conducted a four-year study of jitneys published in the *Journal of Contemporary Studies* last year. "It's both a social thing and an economic thing."

Davis's study showed that 60 percent of the drivers were older and disabled or retired. He also identified two other groups of drivers: middle-aged men who drive part-time to supplement a regular job or during seasonal unemployment, and younger men in their 20s and early 30s who drive jitneys at night while searching for work during the day.

With the exception of the "line-haul" jitneys (the ones that run along bus routes), virtually all the drivers charge by a system of zone fees. Each driver—or group of drivers, in the case of the stations—is free to work out whatever fare schedule he wants, but most jitneys seem to charge roughly the same rates. ("This is a good example of something that most people seem to think requires the government: rate-setting," says Davis. "But these guys set it up themselves, and it seems to work fine.") At jitney stands, all the drivers must abide by the group rate, which is printed and posted, and there seems to be little gouging.

Customer satisfaction seems high. "Yeah, you don't want somebody complaining to the man who runs the station," one jitney driver said. "He'll boot you out. Folks won't come to a jitney stand if they think the drivers are gonna rip them off." When most of the customers are drawn from the neighborhood, the likelihood of complaint is high if a driver makes a misstep.

On the other hand, the jitney driver is truly his own boss and has considerable license to deal with obnoxious customers as he sees fit. I shared a jitney with a woman who was complaining loudly about the car, the upholstery, and the fare, which the driver had told her would be three dollars. She sat in the back, and I was in the front. When we got to my destination, about a block from hers, I started to hand the driver three dollars. He silently signalled me two instead. "I driven her before," he whispered as I got out of the car.

Although the officials who operate the Port Authority buses scream loud, hard, and often about the jitneys in press interviews and public statements, the illegal taxis seem to compete most directly with Pittsburgh's two citywide cab companies. Yet on paper, the law gives the cab companies formidable protection from almost any competition.

Those who dare to enter the taxi market legally are jumping head first into a regulatory thicket. They must apply for a taxi license, called "rates," to the state Public Utilities Commission. According to a commission official, the PUC holds a hearing at which existing companies may challenge the application, then the commission grants rates only if it determines that doing so is "in the public interest." Should the commission grant rates, the lucky applicants must pay one percent of their gross income in taxes to the PUC every year.

There's no official limit on the number of legal cabs, but rates are not handed out frequently. The last serious attempt to get rates from the PUC was in the mid-1970s. The company got rates—but once it began service, it couldn't beat the competition of the jitneys. Indeed, the only legal citywide competition for Yellow is the little People's Cab Company, a 25-car fleet operated by Carnegie-Mellon's Center for Entrepreneurial Development. Although People's does turn a small profit, it is run mostly for experimental purposes.

Can a solitary individual with one car apply for rates? Technically, yes—but the PUC official observed, "I don't recall any case where that's happened. With the need for filing fees, hearings, and attorneys, it's probably not worth it." So for an ordinary entrepreneur who wants to make an honest living by transporting people, the underground economy is the only sensible option available—and a lot of people take that option.

From the customer's standpoint, jitneys stand up well in comparison with Yellow Cab. It operates about 350 vehicles, although drivers say the company's dilapidated cabs break down so frequently that there are rarely more than 200 on the street at any given time.

"The jitneys dominate the market," says a taxi-company official. "They define *the market."*

The jitneys, by almost all accounts, do a better job than the cabs. Jitney drivers are friendlier, more helpful, and more willing to honor a request for unusual service. Jitney drivers will deliver a package, drop off the laundry, pick up a bottle of liquor and bring it by the house, escort a child, and occasionally even carry a customer in return for a promise of payment later in the week. And unquestionably, the jitneys are cheaper. Generally speaking, a $2.60 cab ride will cost $2.00 in a jitney. Moreover, the cab driver will expect a tip, which is unheard of in the jitney trade.

The jitneys have several economic advantages over the taxis, almost all of them related to regulation. The cabbies must buy a chauffeur's license; the jitneys don't do it. The cabbies' revenues are taxed by the PUC; the jitneys' revenues are not. Cabbies are not allowed to assemble groups of passengers headed in the same direction; jitneys do it all the time, especially those that operate out of grocery stores. (This is an advantage especially during rush hour, when heavy traffic keeps a vehicle from making as many trips as it can at other times of the day.)

The cabbies must install meters, which cost $300-500; a jitney's zone-fare card costs a nickel, if that. The cabs, in theory, undergo rigorous safety inspections, which cost time and money; the jitneys don't. (There is good reason to believe, however, that the cab inspections are not all they're cracked up to be. Last year *Pittsburgh Magazine* took a randomly selected Yellow Cab to an inspection station. A mechanic found 18 different violations serious enough to fail the cab and keep it off the road, including cracked brake pads and exhaust leakage into the car. The mechanic tried to talk the cabbie out of driving home. He pleaded, "I wouldn't drive to the pumps in this cab.")

The jitneys do have one major advantage that is arguably unfair—they simply rely on their ordinary auto insurance, since the insurance company has no way of knowing that a driver operates a jitney. The cab companies, on the other hand, pay commercial rates.

"Of course they can operate cheaper than we do," growls an angry Dwight Baumann, president of People's Cab, smacking the table with his fist. "I pay $2,400 a year per car for insurance. They pay $400. *We* could operate cheaper than we do if you knock that much off our rates."

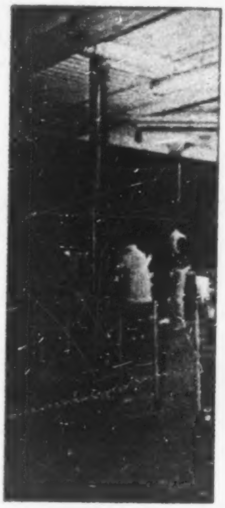
He continues, "They compete directly with us, and they compete for the riders that all cab drivers want—they compete for the regular, the guy who has to go someplace at the same time every day," he says. "I wish there was something we could do about them."

Al Hayes, the vice-president of Yellow Cab, is no more sympathetic to the jitneys. "There's no control on them—no taxes, no anything," he complains. "Anyone who buys a drag-along car is in business with no expenses except for gasoline." Asked how much jitneys are cutting into Yellow Cab's business, he responds, "We're getting about 60 to 70 percent of the business we had 10 years ago. Not all of the decline is because of jitneys, but my best guess is that they're taking about 10 percent of the business we had."

Baumann of People's Cab once tried to do something about the situation. He offered jitney drivers special deals if they'd join his company. His theory was that they would help People's Cab by bringing their current business along, and he could help them by offering radio dispatch service along with group insurance and other conventional business perks.

It didn't work. "They didn't want to pay income tax," he recalls. But, having failed to entice the jitneys into the system, Baumann thinks it's useless to try to crack down on them. "That's been done many times," he says. "It just doesn't get anywhere. If you tried to do the same thing with the rest of the underground economy—if you said, 'Let's regulate the cleaning ladies,' for instance—you'd get the same results."

Yellow Cab's Hayes, in contrast, blames the PUC for the proliferation of jitneys. He says that Yellow hasn't lobbied heavily for a crackdown on jitneys because "we don't have the time nor the money to be the policeman. We feel that's the job of the Utilities Commission, and they could care less."



By almost all accounts, jitneys do a better job than the cabs.

Just how profitable are the jitneys? Davis, using data assembled by graduate students who actually drove jitneys for a summer, calculated that the average jitney driver makes 3,900 trips a year, bringing in $7,800. After accounting for the costs of gasoline, oil, and other operating expenses, and allowing for depreciation, jitney jobs suddenly don't seem very attractive. The average driver, by those calculations, makes only about $5,000 a year.

But the jitney drivers don't see it that way. "Look, I gotta have a car anyway, right?" said one. "The only thing I'm spending extra to be a jitney is for gasoline." Given that most of the drivers are just trying to supplement an income or to keep their heads above water while looking for other work, jitneys seem like a sensible economic venture. "All you got to have," advised one driver, "is a car and a little bit of knowledge about Pittsburgh."

The inevitable question: if jitneys are such a good deal for drivers and passengers alike, why don't we have more of them? And the answer is, because city governments are greedy. It's certainly not a lack of demand for jitneys, if history is any indication.

The first jitney driver was a Los Angeles man named L. P. Draper. On July 1, 1914, he picked up a passenger in his Model T Ford and drove him a mile or so in return for a nickel. ("Jitney" apparently derives from the French word *jeton*, or token.) Draper seemed to have hit on the proverbial idea whose time had come. In less than a year, there were 62,000 jitneys, operating from San Diego to Portland, Maine. Jitney operators began forming associations, and soon there was even a trade publication, *The Jitney Bus.*

Those early jitneys had but one business strategy, and that was to steal customers who were lined up to ride on electric streetcars. Like the line-haul jitneys in Pittsburgh today who work the Port Authority bus routes, the original jitneys traveled streetcar lines almost exclusively. But customers crowded into them because they were so much faster—they careened about the streets at a reckless 15 miles per hour, twice the speed of the streetcars—and because they could swing off the streetcar route and deliver a passenger to his door. They also lent a touch of excitement to city life; jitneys were constantly smacking into one another as they sped to the curb, trying to pick off customers.

The jitneys specialized in short hauls of a mile or two, and those were precisely the customers the streetcars could not afford to lose. The streetcars were charging everybody a nickel and using the revenues from the short trips to subsidize passengers who went longer distances. (Municipal planners, in those days, thought that was a great idea. They favored "urban decentralization." Municipal planners nowadays refer to that same concept as "urban sprawl." They say mass transit helps to *fight* it, which just goes to show the miraculous metamorphosis in mass transit over the last 60 years.)

The jitneys were so spectacularly successful in making off with streetcar customers that within five months of L. P. Draper's first foray, the Los Angeles streetcar system was losing so much revenue that it had to lay off 84 employees.

Municipal government fought off a collective wave of nausea at this. They handed out "franchises"—that is, monopolies—to the streetcars in return for road improvements and a cut of the proceeds. And after an unproductive spate of name-calling—the *Electric Railway Journal* sometimes called jitneys "a menace," on other occasions "a malignant growth," and then, when the editor was *really* mad, "this Frankenstein of transportation"—the streetcar companies simply got their pals at City Hall to do some creative legislating. The most common tactic was to impose outlandish fees and bonding requirements on the jitneys.

The cities did not limit themselves to these strategies. They also issued route restrictions and onerous safety requirements. In some cities where anti-jitney laws had to be put to the voters, the streetcar companies were unusually resourceful. In Los Angeles, the streetcar company simply called a holiday on election day and then ordered its employees to shuttle anti-jitney voters to the polls in their autos. Lest there be any doubt about the intent of these new laws and regulations, the *Electric Railway Journal* gleefully discussed new ways "of exterminating the jitney under the guise of regulating it."

The efforts of the city governments and their streetcar quislings were spectacularly successful. In New Orleans, 300 jitneys went out of business in a single day when the city began requiring a $5,000 bond. In Los Angeles, where it all began, the number of jitneys dropped from 1,000 in 1916 to 32 in 1917. By the end of World War I, the jitneys were nearly all gone. Perhaps they derived some posthumous satisfaction from the fact that the streetcar companies could not save themselves through this villainy. The companies began to go bust in the mid-1920s and were soon overrun by bus lines.

Buses, in turn, got into serious financial trouble in the 1950s. They were frequently taken over by the city governments themselves, which soon began to lobby for federal subsidies to keep them afloat. In the 1960s, the federal government began paying for most of the capital improvements to bus systems, and during the next decade, the feds began chipping in toward operating deficits as well. Fares on mass-transit—both rail and bus—now cover less than half of the operating costs of such systems.

There are probably jitneys in your town, too, if you know where to look.

One problem with fixed-route transportation systems is that none of them—not even the new and fabulously expensive subway systems in Washington and San Francisco—are as convenient, flexible, or adaptable to individual needs as the automobile. Taxicabs carry as many passengers as mass transit does in the United States. But the ubiquitous overregulation of taxis creates problems in that market, as Pittsburgh and other cities have discovered.

Organizations as diverse as the Urban Institute, the American Enterprise Institute, and the US Department of Transportation have all recognized the stupidity—if not necessarily the injustice—of outlawing jitneys. Said a Department of Transportation report in 1972: "The present regulatory environment in urban public transportation, including obsolete franchise limitations and market-entry barriers for taxicabs and jitneys, restricts the efficient operation of the urban transportation system. The removal of such regulatory constraints is likely to lead to more efficient use of the transportation system and increase the options available to its users."

Although the DOT report didn't say so, the people who are most vulnerable to inefficient urban transportation systems are often the poor and minorities. It's the customers of the Giant Eagle store in Pittsburgh—the ones without cars trying to make their way home with their groceries on a Friday afternoon—who would suffer most without an alternative to the official transportation systems tightly regulated by the state.

Of course, the poor of Pittsburgh are a bit luckier than most. They're splendidly served by the genial entrepreneur in the yellow Pirates T-shirt and his colleagues, all of whom ply an honorable trade without letting the law get in the way.

The jitneys do just fine, regardless of what the government thinks or says. Davis says his conservative estimate of the number of jitneys is 495. The drivers themselves figure that underestimates the true figure at least by half.

One odd thing Davis reported in his study, which the jitney drivers do not dispute, is that jitneys in Pittsburgh are a peculiarly black phenomenon. Most of the passengers are black, and nearly all the drivers are black. Moreover, the jitneys simply don't operate in all-white neighborhoods.

"We searched like crazy, all up and down the Monangahela Valley," he says, slowing his car to point out yet another jitney stand in the Hill district. "And we couldn't find *one*. I'll be damned if I can understand why. It seems like a neat service. If you're poor and white and living in some white area, you have to arrange with a friend or a relative to take you to the store. If you live in *this* neighborhood"—he gestures around at the Hill—"you can use a jitney. In a sense, this neighborhood, even though it's poor and black and no one would ever believe it—in a sense, *this* neighborhood gets better service. Because of the jitneys."

Glenn Garvin is a staff writer for the Washington Times *and a former editor of* Inquiry *magazine. This article is a project of the Reason Foundation Investigative Journalism Fund.*

THE WASHINGTON POST Wednesday, August 4, 1982 . 8 C1

UNITED
SILVER
SILVER

By Joel Richardson - The Washington Post

The long line of taxicabs, sometimes backed up all the way to the George Washington Memorial Parkway, waiting to get into National Airport.

Alexandria's Taxis: 'Blight On the City'

By Mary Battiata

Washington Post Staff Writer

Alexandria has become to Washington taxis what Panama and Liberia are to ships: a safe haven with little effective regulation. Alexandria has almost 600 licensed taxicabs, more licensed cabs per capita than New York, Chicago or Washington.

"We've become the Panama for a bunch of gypsy tramp steamboat operators!" fumes Alexandria Mayor Charles E. Beatley, who blames the problem on proximity to National Airport and a city taxi board that can't say no. "It's a blight on the city of Alexandria. It's an embarrassment."

In the past decade Alexandria, say Beatley and others, has become the home port for a whole fleet of cabs that are licensed in the city but do virtually all their work out of nearby National Airport. The cabs work the airport despite a city regulation, widely regarded as unenforceable, requiring them to spend 51 percent of their time in Alexandria.

"There are a lot of little old ladies and people on expense accounts who get off at National, and get in our cabs," says council member Donald C. Casey. "They don't know the area, so they get the 'scenic tour' and wind up paying through the nose." Alexandria's lone hack inspector agrees, saying he receives "hundreds" of complaints,

See TAXIS, C4, Col. 2

C4 . . . B Wednesday, August 4, 1982 THE WASHINGTON POST

Alexandria's Taxi Problem: 'Blight on the City'

TAXIS, From C1

some frightening and some funny, about the city cabs.

A two-year moratorium on licensing of new Alexandria cabs recently expired, and the city has received 105 applications for taxi certificates, many of them from foreign students. Some city officials say they fear that the city Traffic and Parking Board will execute its traditional "rubberstamp" approval of these applications, and cause even more problems.

"I think the situation has gotten out of hand," says Vice Mayor James P. Moran. "We've got a proliferation of Alexandria cabs going to the airport for lack of anything else to do, they sit there for hours and then make up the wasted time by overcharging the people they finally do pick up. . . Many of them are very rude, and it gives visitors a bad view of our city."

The mayor and council members are not alone, but there is no consensus at City Hall about a solution. Beatley says he has asked the semiautonomous Traffic and Parking Board, which regulates the industry, to come up with "concrete" suggestions to resolve the taxi dilemma. This fall he expects the council and the board, which is appointed by the council, to meet over the issue.

Some council members say they are loathe to involve themselves in the affairs of city boards, but the traffic board members cannot agree on whether or not there should be a limit on taxis. Board Member C. Peter Schumaier, an economist, believes that the board should let the free market determine the number of cabs. "People wouldn't apply for cabs if they didn't think they could make a living at it," he argues.

Wrong, says Board Member Joseph H. Berardelli, a federal administrator, who also is unsure of the board's legal authority to imposing any moratorium. "We don't need any more cabs. We have the very unwholesome situation of having cabs that operate 100 percent out of the airport," he says. " . . . They're the kind who will soak some kid coming back from a funeral, charge him $15 instead of $4. It's criminal.

"I try to keep everything in perspective. I realize in many cases it's a man's livelihood," says Berardelli, "but I don't like to see the public exposed to the abuses of these people. There's a limit."

Alexandria's hack inspector Marion Huffman has the Sisyphean task of patrolling the city's taxi industry. He alone must check manifests, run record checks on applications, inspect taxis, check out complaints, and numerous other tasks. It is impossible to be everywhere at once, "and the operators know it," he says. Huffman says he gets "hundreds" of complaints about Alexandria cabs and that about 95 percent of them come out of National.

MARION HUFFMAN
. . . impossible to be everywhere

Some taxing tales from the files:

- The driver who picked up an Alexandria woman at National, and insisted several times during the trip that his passenger buy a bag of diamonds for $40. After she refused repeatedly, he spoke to a companion, who pulled a snake out of a bag, and waved it in her face, then tried to charge her double fare. "He threatened that if she complained, he had lots of little snakes and he'd be happy to come over and put them under her apartment door," Huffman remembers. The driver lost his license for a year.
- The New York businessman who was refused service at National when the hacker discovered the would-be passenger was headed only to nearby Crystal City. "I travel a great deal," the man later wrote Huffman, "and I find the cab situation in the Wash. D.C. area to be the worst in the country, and one of the worst in the world."
- The Washington man whose cab ride ended at his NW apartment, with the cabdriver chasing him past apartment security guards and into the elevator to grab the rest of what turned out to be a $2 overcharge.

The situation pleases no one. Not National Airport: "We have more cabs than we need," says airport spokesman David Hess. Not the cabdrivers: "There are too many already," says an Alexandria cab driver from Central America who does much of his driving at National. "We go to the airport because there isn't enough business in the city. We sit in line at the airport two, three hours," he says. "Then you get a $3 fare to Crystal City, what are you going to do?"

Not the cab companies, either, some of which have begun lobbying for tighter controls. "Go down there on Friday when they're lined up all the way to the [George Washington Memorial] parkway," says Alexandria Diamond Cab General Manager Robert Werth. "There's no way to back out, and they start fighting among themselves. There's no place for them to go to the bathroom so they're urinating on the grass. There are lots of problems," says Werth.

He also argues that the influx of new cabbies has driven professional hackers out of the area.

Alexandria officials who favor a freeze point to Arlington, the home of National Airport. It has 50 percent more population than Alexandria but almost 200 fewer cabs and only six cab companies to Alexandria's 10. Arlington's taxi fleet has been limited to 445 cabs for almost three years, according to the county consumer affairs office. Arlington cabs are not required to spend a percentage of time in the county, nor are they forced to have two-way radios, but Arlington receives far fewer complaints about service at National.

Alexandria's problems began back in 1974 when National Airport ended its exclusive cab franchise and opened the airport up to all comers. It wasn't until 1976 that the Federal Aviation Administration, which owns the airport, drafted regulations requiring the licensing of cabs, and in between hundreds of "gypsy operators," cabbies with no licensing, sprang up to serve the airport. When National clamped down in '76, the "gypsies," as they are called, were forced to find a local base of operations. Many wound up in Alexandria.

Not all cab companies favor a licensing moratorium. Smaller operators believe a freeze would favor large, established companies like Diamond and Yellow Cab and squeeze them out.

Owners of the small All-American and King Cab companies say that a moratorium hurts them by giving them no room to expand. "A freeze is unfair to small companies. We need more cabs to stay in business," says All-American manager James M. Venson. "It seems like some companies get what they want, when they want it."

THE WASHINGTON POST Tuesday, December 22, 1981 ...8 B1

Taxi Fare From Airport Defies Reasonable Guess

By Pete Earley and Jack Eisen
Washington Post Staff Writers

Passengers who board a District taxi at National Airport and ask the cabbie to drive them into Washington may be taken for more than a ride across the Potomac. Chances are they also will be overcharged.

During one recent week, two Washington Post reporters made a total of 10 trips at different times of the day from National to the Shoreham Hotel at Connecticut Avenue and Calvert Street NW. On every trip, the reporters were overcharged. Overcharges ranged from $1.10 to $3.50 for the $7.40 ride.

The fare between the airport and the Shoreham via Rock Creek Parkway is $6.90 plus a 50-cent airport dispatching fee, according to Maurice J. Harmon, rate supervisor at the Washington Metropolitan Area Transit Commission (WMATC), which sets fares for taxi trips across state lines into the District. Washington cabs do not have meters; instead, cabbies compute fares by mileage. Harmon said some flexibility in computing the seven-mile trip is possible because of improperly calibrated odometers, but in any event, the fare should be no higher than $7.85.

A Yellow Cab charged one reporter $8.50 on Nov. 9, the lowest fare of the 10 trips. The highest fare was $10.90, charged Nov. 10 by an independent cabdriver. Most of the other fares were about $9. Another driver, who had charged $9 for the trip, voluntarily gave a reporter a business receipt for $11 and told him to pocket the difference.

Cabdrivers are required to charge incremental fees based on fractions of miles traveled, but only two of the 10 fares appeared to be based on the fare structure. And in both of those cases, the charges were for more than the distance traveled. Also, none of the 10 cabdrivers had their licenses posted

See TAXIS, B2, Col. 2

Airport Taxi Rides Cost Assorted Fares: All Too High

TAXIS, From B1

in the cab as required, and one cabbie had to ask another cabdriver for directions to the Shoreham Hotel.

Post reporters are not the only people who have been overcharged. "I cannot remember when last I took a cab from or to National Airport that the cabdriver did not, deliberately and knowingly, overcharge me," said Timothy A. Hanan, a New York businessman who flies to National Airport several times a month and rides taxis into the city.

"It's flagrant," Hanan said yesterday during a telephone interview. "I was in Washington Monday and a cabbie charged me $7.50 for a $5.50 cab ride." Hanan has filed so many complaints with the WMATC that officials there know him on a first-name basis. Recently, he has received four refunds through WMATC staff, ranging from $1.60 to $2.30.

It is difficult for passengers — especially those unfamiliar with Washington's unmetered cabs — to figure out the correct fares, Hanan said. "The only way to make sure you aren't getting ripped-off is to lean over the seat and look at the odometer at the beginning of the trip and at the end," he said.

The WMATC has received 366 written complaints about overcharging this year. "Those are just the folks who write us," Harmon said. "A lot more call us up and then just hang up when they realize they have to write us a letter before we can do anything."

Most of the time, a cabbie offers to refund the overcharge once the WMATC contacts him, Harmon said. If the cabbie refuses, the WMATC sends a complaint to the D.C. Hacker's License Appeal Board, which has the power to revoke a cabbie's license.

Even then, the cabbie has a good chance of going unpunished, according to Harold Foster, a spokesman for the board. "The complaining passenger has to be willing to attend a hearing and most of the people who complain are professionals who just don't have time to spend an hour or so at a hearing over a few dollars."

Cabbies who overcharge, Foster said, "know exactly what they are doing. They are playing the percentages, and even if they are caught 1 time out of 10, they still get away with it nine times."

In the past, the board has averaged 250 complaints each year about overcharging by D.C. hackers on both local and interstate trips. But this year alone, it has received 600 complaints. Foster says the increase follows the city's use of public service spots on radio and television to encourage passengers to complain and because of an increase in overcharging by some of the city's 9,213 licensed cabbies.

Overcharging has become such a problem that earlier this year, WMATC held its own revocation hearing — the first in its 20-year history — and forbade a cabbie from making trips across the District line. That cabbie had charged $74.20 for a $21 trip from National Airport to Bowie.

A comment by a spokesman for the Liberty Cab Co. was typical of responses from companies when told their drivers had overcharged the Post reporters. "We can't do anything about it," said the spokesman, who refused to give his name. "We simply rent out cabs. One hundred bucks a week for a '76 Plymouth, you keep whatever you make .... When we get [complaints] we just tell them to call the hackers' board."

Most of Liberty's 800 cabs are rented to foreigners living in Washington, and many of the drivers pretend to be ignorant about the fare structure as a pretext for overcharging, the spokesman acknowledged.

Yellow Cab Co. said it fires drivers who get more than three complaints per year. "It's just a handful of bad drivers that are giving everyone else a bad name," said company general manager Frank Greshman.

Hanan doesn't believe that.

He claims he has been overcharged nearly every time he has ridden a taxi to or from National Airport. But Monday, something strange happened, Hanan said. A cabbie charged him the correct fare for a ride to the airport.

"I was so shocked I couldn't believe it," Hanan said. "The fare was only $5.50, but I gave him a $3 tip because I'd finally found an honest cabdriver in Washington."

Thursday, December 24, 1981

Letters to the Editor
The Washington Post
1150 - 15th St., N. W.
Washington, D. C. 20005

Dear Editor:

Your news article, 'Taxi Fare From Airport Defies Reasonable Guess', Page B-1, Tuesday, December 22, 1981, needs an answer that can be best given by an experienced cab driver.

This article states that during one recent week two Washington Post reporters made a total of 10 trips in District cabs at different times of the day from the Washington National Airport (WNA) to the Shoreham Hotel at Connecticut Avenue and Calvert St., N. W. On every trip the reporters were overcharged. Overcharges ranged from $1.10 to $3.50 for the $7.40 ride ($6.90 plus the 50¢ airport toll fee).

The Washington Metropolitan Area Transit Commission (WMATC) is the regulatory agency that determines how and what fares shall be used by all taxicabs in its jurisdiction taking interstate trips. The District taxicabs use a flat-rate zone system for trips within the District of Columbia (DC). The WMATC has been forbidden by law from requiring District taxicabs to install taximeters. Therefore, it has determined that the District taxicabs shall use the odometers to compute the mileage travelled on all interstate trips to or from nearby Maryland and Virginia, with the rate of $1.50 for the first mile, 45¢ for each additional half mile, 75¢ for each additional passenger, etc. All taxi trips originating at the WNA require that an additional 50¢ airport toll fee be added on to the regular taxi fare.

This random selection of 10 cab drivers to make these 10 identical trips proved beyond any question that each of these cab drivers deliberately and knowingly overcharged their passengers. Multiply these 10 trips by the thousands of trips taken each month in DC, Maryland and Virginia taxicabs from the WNA, it is easy to conclude that the cab riding public is being ripped off for millions of dollars by the dishonest cab drivers. The honest cab drivers want and demand that the dishonest cab drivers be put out of business at once.

Everyone involved must make it their business to see to it that the cab passengers get maximum protection. This must include airline officials, airport officials, public officials and the entire taxicab industry. We must put an end to the attitude that, 'people know better but won't do better'.

Maryland and Virginia cabs use taximeters. District cabs use the flat-rate zone system within the DC area, but on interstate trips, they must use the odometer. The flat-rate zone system is far superior to any taximeter or odometer system, because with it, identical trips always have identical rates, and with it, the taxicab fare can be determined in advance. This would not be true with the taximeter or the odometer system. Therefore, the best method that can be used to protect the cab passengers from being overcharged, would be the flat-rate zone system. The problem of how best to compute interstate taxi trips makes it necessary to come up with a better taxi zone system. The answer to this problem is the Mileage Rate Zone System (MRZS) having zone areas of equal size. It is a floating zone system using point to point straight line measurements, or, airline distance. The recommended rate for for the MRZS would be $1.20 for the first mile, 60¢ for each additional half mile, $1.00 for each additional passenger, etc. The flat-rate zone system/307 in use in DC has 26 zone areas of unequal size, wherein you can make an exorbitant profit on one trip, only to have it wiped out on the next trip. It would make no sense to use it on interstate trips.

For taxicab trips originating at the main terminal building at the WNA the MRZS fare to the Shoreham Hotel would be $6.60, plus the 50¢ airport toll fee with a total fare of $7.10; to the Capital Hilton Hotel at 16th & "K" St., N. W., it would be $5.40, plus the 50¢ airport toll fee with a total fare of $5.90 and to the Mayflower Hotel at Connecticut Avenue & DeSales St., N. W., it would be $5.40, plus the 50¢ airport toll fee with a total fare of $5.90. The MRZS would be used to encourage shared riding and thereby save fuel.

In conjunction with the MRZS, the next step would be the introduction and use of taxicab tickets. This taxicab ticket could be issued by the airline ticket agent in the city where the airline ticket is purchased, or, it could be picked up upon arrival at the WNA taxicab information counter located in the lobby of the airport terminal. This ticket would have the destination and the price of the exact taxi fare printed on it, or, when necessary written in. This ticket would be in triplicate form.

No passenger can get on an airplane without an airline ticket, therefore, no cab passenger should be allowed to get in a taxicab without a taxicab ticket. The taxicab dispatcher would be required to ask for the taxicab ticket, check it to make certain that it is correct. The taxicab dispatcher would be required to write on the ticket the license plate number of the cab, the name of the cab, the cab driver's name and/hacker's I.D. number, the time and date. The taxicab dispatcher would keep one copy of the ticket for his file, give one copy to the cab passenger and one copy to the cab driver. The cab passenger will only have to pay the amount shown on the ticket, plus any tip he may want to give to the cab driver. This will eliminate all of the guessing games now going on as to what the final taxicab fare will be.

In addition to the taxicab ticket, a flat-rate taxicab fare book would be used as a backup. It would list in alphabetical order the taxi fares to all of the hotels, department stores, hospitals, bus terminals, train terminals, shopping centers, shopping malls, government buildings, museums, art galleries, etc. This taxicab fare book would be distributed to every cab driver, cab dispatcher, airline ticket agent, hotel desk clerk, cab passenger, etc.

The MRZS, the taxicab ticket and the flat-rate taxicab fare book would make it virtually impossible for the dishonest taxicab drivers to deliberately overcharge their cab passengers. The honest taxicab drivers would welcome these changes. The sooner these recommendations are adopted, the sooner we can give the cab passengers the consumer protection they so desperately want and need.

Sincerely yours,

Irving Schlaifer

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D. C. Taxicab Committee
1344 Kennedy St., N. W.
Washington, D. C. 20011
Phone: 202...723-2588

THE WASHINGTON POST
Saturday,
January 2, 1982
Page A-18

LETTERS TO THE EDITOR

Taxi

The Post's article "Taxi Fare From Airport Defies Reasonable Guess" (Metro, Dec. 22) needs an answer that can be best given by an experienced cab driver.

This article states that during one recent week two Post reporters made a total of 10 trips in District cabs at different times of the day from Washington National Airport to the Shoreham Hotel. On every trip the reporters were overcharged. Overcharges ranged from $1.10 to $3.50 for the $7.40 ride ($6.90 plus the 50-cent airport toll fee).

This random selection of 10 cab drivers to make these 10 identical trips suggests that these cab drivers knowingly overcharged their passengers. The honest cab drivers want and demand that the dishonest cab drivers be put out of business at once.

District cabs use the flat-rate zone system within the D.C. area, but on interstate trips they must use the odometer. The flat-rate zone system is far superior to any taximeter or odometer system; with it identical trips always have identical rates, and the taxicab fare can be determined in advance. This would not be true with the taximeter or the odometer system.

The problem of how best to compute interstate taxi trips makes it necessary to come up with a better taxi zone system. The answer to this problem is the mileage rate zone system (MRZS) having zone areas of equal size. It is a floating zone system using point-to-point straight line measurements. The recommended rate for the MRZS would be $1.20 for the first mile, 60 cents for each additional half-mile, $1 for each additional passenger, etc. The flat-rate zone system now in use in the District has 26 zone areas of unequal size, wherein you can make an exorbitant profit on one trip only to have it wiped out on the next trip. It would make no sense to use it on interstate trips.

For taxicab trips originating at the main terminal at National Airport, MRZS fare to the Shoreham Hotel would be $6.60, plus the 50-cent airport toll fee—a total fare of $7.10; to the Capital Hilton Hotel, it would be a total of $5.90; and to the Mayflower Hotel, it would be a total of $5.90. The MRZS would be used to encourage shared riding and thereby save fuel.

In conjunction with the MRZS, the next step would be the introduction and use of taxicab tickets. These could be issued by the airline ticket agent in the city where the airline ticket is purchased, or they could be picked up at the National Airport taxicab information counter. Tickets would have the destination and the exact price of the taxi fare printed on it, or when necessary written in. This ticket would be in triplicate form.

The taxicab dispatcher would be required to ask for the taxicab ticket, and check it to make certain that it is correct. The dispatcher would be required to write on the ticket the license plate number of the cab, the name of the cab, the cab driver's name and ID number, the time and date. The dispatcher would keep one copy of the ticket for his file, give one copy to the cab passenger and one copy to the cab driver. The passenger would only have to pay the amount shown on the ticket, plus any tip he may want to give to the cab driver. This would eliminate the guessing game as to the final taxicab fare.

In addition, a flat-rate taxicab fare book would list taxi fares to hotels, department stores, hospitals, bus terminals, train terminals, shopping centers, museums, etc. It could be distributed to cab drivers, dispatchers, airline ticket agents, hotel desk clerks, passengers, etc.

Honest taxicab drivers would welcome these changes. The sooner these recommendations are adopted, the sooner we can give passengers the consumer protection they so desperately want and need.

IRVING SCHLAIFER
Chairman, D.C. Taxicab Committee
Washington

From the files of Irving Schlaifer, Chairman
Emergency Taxicab Committee, 1344 Kennedy St., N. E.
Washington, D. C. 20011 Phone: 202...882-8377

A-3 The Washington Star Tuesday, February 20, 1979

Taxi System Does Have Rules

By John Tierney
Washington Star Staff Writer

Last of a series

As chaotic as Washington's taxicab system may seem, it does have its rules — 102 pages worth, to be exact. They specify who can drive a cab, what the cab can look like, what the cabbie can charge, who can smoke in the cab, what the cabbie can play on the radio, and other fine points of cabmanship.

A copy of the rules is available for $2 from the city's Department of Economic Development at 614 H St. NW. For those who don't want to wade through the 102 pages, here are some of the highlights.

PICKING UP PASSENGERS

A driver with an empty cab is required to pick up any orderly person, no matter where he wants to go. This means that the cabbie can't turn anyone away from the cab or knowingly drive past someone hailing a cab.

The only exception occurs when the driver has put up a sign declaring the cab off duty, on a radio call, or out of service. And if a driver has put up one of those signs, his manifest sheet should note that fact, and he's not allowed to suddenly change his mind and pick up someone.

Despite this rule, many drivers use an on-call sign to avoid picking up passengers they don't want. If you suspect a driver of doing this, you can report him to the authorities, who will demand to see if his manifest shows the call to which he's supposed to be responding.

During rush hours, from 7 to 9:30 a.m. and 4 to 6:30 p.m. weekdays, no cab on the street is permitted to be off duty. Many drivers disregard this rule if they're on the way home and the passenger wants to take them out of their way, but they're violating the law.

THE PASSENGER'S RIGHTS

The driver is required to be polite, to keep the cab clean, to give receipts upon request, to tell you the fare ahead of time if you ask about a ride within the District, to display a fare schedule and to have his license clearly visible.

In the District the driver is not allowed to refuse to transport a seeing eye dog. He must also take any pets that are securely enclosed in a box or basket, but he can refuse to take other pets.

Either the driver or the passenger can forbid smoking in the cab. The passenger can also make the driver turn off an ordinary one-way radio.

OVERCHARGES

If you think you've been overcharged, you can refuse to pay and force the driver to summon the police to settle the dispute. Or you can demand a receipt, note the driver's number and then complain.

The most common overcharges seem to be those involving District cabs making airport trips. A Star reporter tested this four years ago by taking 10 trips from National Airport to downtown hotels, and he found that none of the drivers charged the correct fare. One undercharged, the other nine erred in their own favor.

Since then, signs have been posted at the airport listing approximate fares for downtown runs, and things seem to have improved a little. Another Star reporter who took 10 runs recently was overcharged four times and undercharged twice. The biggest overcharge was 90 cents, demanded by a driver who illegally added on the 50-cent rush-hour fee that applies only to rides within the District.

SHARED RIDES

Unlike most cities, Washington permits cab riders with different destinations to travel together, with each rider paying full fare.

The drivers, naturally, like this practice, and so do many urban planners. Cab riders aren't quite as enthusiastic. They tell of being taken all over town while the driver drops off the other passengers, and they complain of long waits at some places — notably Union Station — while a driver tries to fill his cab.

Most of these abuses shouldn't occur. If you're the first passenger in the cab, the driver isn't allowed to take you more than five blocks out of your way. And once you're in the cab the driver must leave within two minutes.

DISTRICT FARES

For rides within the District, the fare depends on the number of zones crossed, no easy thing to figure out.

The charge for riding in one zone went up to $1.20 last month, and each additional zone crossed costs 60 cents. Outside the central 1 zone, each division — 2A, 2D, 3B, etc. — is considered a separate zone, so a trip from 3A to 3B is considered a two-zone trip costing $1.80.

Inside the central 1 zone different rules apply. If your trip is confined to one of the four subzones in 1, it costs only $1. For all other trips, disregard the subzone boundaries and consider the four parts of zone 1 as a single zone.

This may sound ridiculously confusing, but what it means is that a trip from 1A to 1B is only regarded as a one-zone trip costing $1.20. And if you go from 1A through 1B through 1C and end up in 2C, it's still only a two-zone trip (from zone 1 to 2C) costing $1.80.

INTERSTATE FARES

For rides that cross the District line, the fare in D.C. cabs is computed by mileage — 60 cents for the first half-mile, 35 cents for each additional half-mile. A simple way to calculate is to multiply the number of miles traveled by 70 cents and then add 25 cents.

Suburban cabs all have meters, so interstate fares are computed the same way as rides within a suburban locality. The rate in Prince George's is 90 cents for the first four-sevenths of a mile and 10 cents for each additional seventh. In Alexandria it's 60 cents for the first quarter mile and 10 cents for each additional eighth.

Fairfax, Arlington and Montgomery have the same rate — 60 cents for the first two-sevenths of a mile, 10 cents for each additional seventh.

If Frustrated, File a Complaint

By John Tierney
Washington Star Staff Writer

If you feel that a cab driver has treated you unfairly, you should try to identify him and file a complaint. You can identify a driver in three ways: by noting his license number and name, which should be visible above the front dashboard, by noting his cab's number and company affiliation, or by noting the license plate number.

The driver's number is the best means. If you don't have any of the numbers, you can go through a stack of photographs to try to pick out the driver.

Complaints about rides that cross state lines should be made to the Metropolitan Area Transit Commission, Suite 516, 1625 I St. NW, Washington D.C. 20006. You can call the commission at 331-1671 to see if you have a valid complaint, or to find out the approximate fare for any interstate ride.

For rides within the District, contact the Public Vehicle Division of the D.C. Department of Transportation, 600 Indiana Ave. NW, Washington, D.C. 20004. You can call first at 727-5401 to discuss the problem.

Complaints are forwarded by that office to the Hackers' License Appeal Board.

Complaints about suburban cabs should be directed to the appropriate office in each jurisdiction.

Montgomery County — Subdivision Development Section, Department of Transportation, 6110 Executive Blvd., Rockville, Md. 20852. Phone 468-4026.

Prince George's County — License Office, 9133 Central Ave., Capitol Heights, Md. 20027. Phone: 350-8505.

Arlington County — Hack Office, 2100 N. 15th St., Arlington, Va. 22201. Phone 558-2370.

City of Alexandria — Hack Office, Room 201, 400 N. Pitt St., Alexandria, Va. 22314. Phone: 750-6503.

Fairfax County — Licensing Section, Fairfax County Police Department, 10600 Page Ave., Fairfax, Va. 22030. Phone: 691-2835.

From the files of Irving Schlaifer, Chairman
[illegible] Committee
[illegible] St., N. W.
[illegible], D. C. [illegible] Phone: 202...882-[illegible]

E-1
The Washington Star
Metro
• Classified
• Obituaries
SECTION E • SUNDAY, FEBRUARY 18, 1979

D.C. Hackers an Odd Lot, but They Earn High Praise

Page 1.

By John Tierney
Washington Star Staff Writer

For years Washington had the most unusual taxi system in America, and for years other cities wanted nothing to do with it.

No meters, no limit on cabs, no major fleets dominating the business. To the rest of the country, Washington seemed hopelessly behind the times. Recently, however, the situation has begun to change.

First in a series

Washington's system is still as eccentric as ever, but now some of America's urban planners are having second thoughts. They wonder if it was Washington, not the rest of the country, that had the right idea all along.

The planners see plenty of things wrong with D.C.'s taxis: inexperienced drivers, overcharges, bad service to the city's poor sections, problems at rush hour, long waits for radio-dispatched cabs, a zone system that often seems incomprehensible.

But they also see two overriding virtues: low fares and an abundance of taxis. Although fares recently rose 9.5 percent, the District's rates are still among the lowest in the United States, and Washington has far more cabs per capita than any other city, including New York. The reason for this is that Washington, the home of government regulation, is one of the few cities to allow relatively free competition in the taxi business. And now that deregulation has become so fashionable, other cities are thinking of imitating D.C.

"I think Washington's system is the way to go," says Ronald F. Kirby, an analyst at the Urban Institute think tank who has studied taxi service throughout the U.S. "Cab service here isn't perfect, but it's very, very good — definitely the best in the United States."

At least two other cities, Seattle and San Diego, are seriously considering emulating Washington's licensing system to get more cabs on their streets.

Sen. S.I. Hayakawa, R-Calif., is so impressed with D.C.'s cabs that he's introduced legislation that would force every other city to follow Washington's lead.

Washington's policy, known as unlimited entry, allows anyone to get a cab license as long as he passes a relatively simple test and has a car that meets specifications. Atlanta and Honolulu are the only other major cities with similar systems. The rest of America's cities — as well as most Washington suburbs — restrict the number of cabs in several ways: by giving one company a monopoly in an area; by allowing only franchised fleets to operate, or by setting a numerical limit on cabs. New York, for instance, allows only 11,787 cabs on the streets, a limit that has been in effect for 40 years. These restrictions, naturally, make each taxi license more valuable — the limited supply drives up the price. To go into business in New York, a cabbie must buy a license from someone who already has one, and the going rate is $62,000. In Mont-

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Taxis

From E-1

gomery County, which allows only 312 cabs, licenses sell for $6,000.

In Washington, by contrast, licenses cost only $25. As a result, it's easy to go into business, and the drivers don't have to pass on high licensing costs to their passengers.

Taxicab executives in other cities, though, say that Washington's loose policy creates more problems than benefits. They argue that the surfeit of cabs makes it hard for drivers to earn a decent living, and that the lack of initial investment makes it too easy for inexperienced, untrained, and incompetent drivers to get into the business.

"It's a disorganized cab town, and that's all there is to it," says Richard V. Gallagher, executive vice president of the International Taxicab Association, the industry's trade group. "What Washington does, no one else in the country wants to touch."

Outside the industry, though, there's been great skepticism about the benefits that supposedly derive from limiting the number of cabs. Experts like Kirby argue that most of Washington's taxi problems can be solved by adjusting fares and passing stricter regulations — not by limiting cabs.

"I can understand why the taxi industry likes limited entry," says Kirby. "They've got a nice cozy little set-up in most cities, and they want to keep it that way. It's the old mentality: 'We're in, so drop the bridge.'

"The public is much better off with Washington's system, where anyone can go into business. The reason the industry doesn't like Washington is that it shoots holes in their arguments."

The industry's argument, put simply, is that the situation in Washington is chaotic. In other cities the fleets have traditionally hired drivers and paid them a percentage of the money collected, but in Washington the companies have almost no control.

Washington cabbies are independent — 90 percent of the District's cabbies own their own taxis, and the rest rent cars at flat weekly rates ranging from $70 to $100. They can either pay about $15 a week to use a large company's colors and radio service, or they can simply form their own one-cab companies.

In any case, no one tells them when to work or what to do, which is why the companies can't guarantee that a cab will ever respond to a radio call. It's also why so many cabbies are attracted to the business.

There are about 6,900 cabs currently operating in Washington, which works out to 10.3 taxis for every thousand people. No other city has anything near that ratio. New York has 1.5 cabs per thousand, Boston 2.4, Philadelphia 0.9, Baltimore 1.3, Chicago 1.4.

The comparison is slightly misleading, since company cabs in other cities are often on duty 24 hours a day and many of Washington's licensed cabs are rarely used.

A majority of the drivers only work part time — cabs are a common sight in parking lots of government agencies, whose employees frequently moonlight as taxi drivers.

But even if one assumes that only a quarter of Washington's cabs are ever on the street at one time, the city still has the highest concentration of cabs in America.

Washington's suburbs, though, are a different story, partly because suburbanites depend on personal cars and partly because all the suburbs except Alexandria limit the number of cabs. Alexandria has five cabs per thousand, Fairfax County 0.3, Arlington County 2.7, Prince George's County 0.6, and Montgomery County, 0.5.

Two other cities, San Diego and Seattle, are considering following Washington's lead and relaxing entry restrictions to get more cabs on the street. And if Sen. Hayakawa has his way, every other city will also have to emulate Washington.

"In Washington, D.C., we have the freest taxi system, I think, that I've ever encountered," says Hayakawa. "And 70 percent of the drivers are black. This is a real opportunity for them. And it's a real alternative to welfare or other humiliating programs."

Hayakawa, who drove a cab to get himself through school, has introduced legislation that would cut off all federal mass transit aid to cities that restrict entry into the taxicab business. He sees the restrictions as a barrier to minority employment.

"There's no economic justification for these restrictions," says Hayakawa, "nor do they serve the interests of commerce, or consumers, or of minorities. But the cities maintain these restrictions to protect existing cab monopolies."

Why is Washington's situation so unusual? Why, when most cities began imposing entry limits during the 1930s, did Washington refuse to go along? Why didn't the big fleets take over the industry here?

One explanation is that the absence of meters in Washington made it hard for the fleets to gain control — there was no way for a large company to keep track of drivers earnings, so drivers ended up working for themselves instead of for a company.

Perhaps the best explanation, though, is that the Washington taxi system filled a crucial social need in a highly segregated city. The taxi industry itself was segregated for years — Diamond and Yellow had only white drivers, Capitol only blacks — but at least it was open to the city's minorities.

"In the old days it was practically impossible for a black to go into business for himself," says Robert Thompson, the D.C. assistant director of transportation who formerly served as chairman of the Hackers License Appeal Board. "Owning a taxi was almost the only way for a black to be his own boss and make a living.

"I think that's probably the reason the industry here has always remained open to anyone. You look around at some of our prominent leaders — judges, businessmen, high-ranking people in government — and you'll see a lot of people who put themselves through school by hacking. They couldn't have made it any other way."

Tomorrow: Troubles with D.C. cabbies.

From the files
of
Irving Schleifer, Chairman
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DC-1 The Washington Star Monday, February 19, 1979

Cab Drivers Who 'Refuse to Transport': D.C. Taxi Industry's Unsolved Problem

—Washington Star Photographer Brig Cabe

There isn't much a person can do when a District cab driver doesn't want to stop for him.

By John Tierney
Washington Star Staff Writer

The official term is "refusal to transport." It can take various forms — the more subtle cab drivers claim to be off duty, or pretend to have engine trouble, or put up the "on call" sign, or just drive away. The more blunt drivers simply order the passenger out of the cab.

It's illegal no matter how it's done, and it's the single biggest problem with the Washington taxi system. Law or no law, many cab drivers routinely refuse to make certain trips, and there isn't much you can do when one of them has decided that he is not going your way.

Second in a series.

Eric Severeid, who was turned away from a cab when the driver decided that the trip was unprofitable, became so upset that he filed a complaint with the city. But, like most other cab riders, he didn't feel like taking a day off work to testify at a hearing, so the driver went unpunished.

Rep. Charles C. Diggs Jr., D-Mich., chose another method of retaliation. Several years ago, after 27 cabs passed him near the Capitol one day, making him late for a television appearance, he used his authority as chairman of the House District Committee to force an investigation into Washington's cab system. Ultimately, though, little changed.

Washington police took a more direct approach. Two plainclothes officers, one black and one white, were stationed near the bus stations downtown and told to hail cabs. The experiment, carried out several years ago, yielded predictable results.

A steady stream of cabbies drove past the black officer, pretending not to see him. Their vision suddenly improved in the next block, where they stopped to pick up the white officer — who proceeded to give them a ticket. The exercise succeeded in scaring a few drivers, but once again it did little to solve the problem.

Now several lawyers are trying yet another tactic. One of them is Paul Kay, a government attorney with a particularly appalling story. Kay, who is blind, was refused a ride one night because the driver didn't want to take Kay's seeing-eye dog.

A bystander recorded the cab's number, and Kay filed a complaint with the D.C. Office of Human Rights against the driver, Clyde Young, and the taxi company, Barwood Cab. The office's investigators interviewed the driver, reported that he admitted refusing to take the dog and recommended that he be brought before the D.C. Human Rights Commission.

The human rights office, however, recommended no action against Barwood because the company did not directly employ the driver — it merely allowed the driver, an independent businessman, to use Barwood's radio service and colors in return for a weekly fee. This is where Kay and his attorney, Hank Levine, disagree.

"The issue is not whether the driver's liable — we know he is," says Levine, who plans to appeal the ruling. "The goal is to make the company liable as well. The only way we're going to solve this kind of problem is to get the companies to exert some control over the drivers."

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DC-3 The Washington Star Monday, February 19, 1979

Taxis *From DC-1*

Rod Boggs takes a similar stance. The director of the Washington Lawyers' Committee for Civil Rights Under Law, Boggs is considering suing the taxi industry on behalf of several people who have been refused service. And since the problem most seriously affects Washington's black population, the NAACP is thinking of joining forces with him.

"I can understand why drivers don't want to go into some parts of Northeast and Southeast," says Boggs. "There's risk involved — look at the drivers who have been murdered. But there are some drivers who will make the trips, and it's unfair for them to take all the risk.

"We'd like to see the companies enforce the rules so that all drivers share the risk equally. And we think that if more cab drivers start going into these areas, steps can be taken to protect them."

Local taxi company officials, unsurprisingly, don't want to be held responsible for the drivers' actions. They argue that the drivers would resist any company supervision and that the companies don't have any real means to control the drivers anyway.

"The city already has the power to discipline the drivers. If you had the companies doing the disciplining instead, you'd end up with less control," says William Wright, a Capitol Cab official who is president of the Taxi Industry Group, which claims to represent 85 percent of Washington's cab drivers.

Regardless of whether the companies are ultimately found liable, it seems unlikely that the service refusal problem will ever go away. It exists in practically every city's high-crime area — in New York's Harlem, in Pittsburgh's Hill District, in Los Angeles' Watts.

Cab drivers are afraid to go into the areas, and so they often try to avoid picking up anyone who looks as if he might live there. Some of the drivers even refuse to make the trip when ordered to by a policeman. They tell the officer they'd rather take the ticket.

Some looking for solutions have suggested that the city take a stricter attitude toward drivers — that instead of giving them warnings or 15-day suspensions, the city should think about giving longer suspensions or revoking licenses altogether.

Another suggestion is to raise fares, perhaps adding a special surcharge after dark, and give drivers more incentive to stay on the streets longer.

Others would like to redraw the zone map to eliminate trips that are regarded as unprofitable. Many drivers claim that the central zone is too large, and they say the long hauls out to Far Northeast or Southeast aren't worthwhile because they have to come back empty.

It will be a long time, however, before any of these proposed changes comes about. For those Washingtonians determined to get a cab in the meantime, the people in the taxi industry offer two suggestions.

One is to pull out a notebook and make a show of taking down the numbers of empty taxis that pass you by. This gesture, with its implied threat of reporting the cabbie, sometimes frightens drivers into stopping.

The other is to carry an empty suitcase with you. This can be cumbersome, of course, but it's highly effective. No cabbie will ever pass up a potential airport fare.

Tomorrow: Passengers' rights.

DC-3 The Washington Star Monday, February 19, 1979

Boring Sameness Dominates Gripes About Cab Drivers These Days

By John Tierney
Washington Star Staff Writer

Several times a month the five men and women on the Hackers' License Appeal Board sit down in a small office in the D.C. Municipal Center and listen to people complain about Washington taxis.

It is a surprisingly dull job these days. The board gets about 30 complaints a month, most of them involving the same mundane issue — refusal to transport. The proceedings are predictable: the angry citizen complains, the humbled cabbie apologizes, the board lectures him and gives him a warning or a suspension.

Washington's drivers, it seems, are just not living up to the traditional image of the colorful cabbie. Or maybe Washington's cab riders have given up and stopped complaining.

In the old days, there was a group of cabbies running numbers, and another group that was part of an abortion ring. There were illegal gypsy cabs all over the place, and those odd little occurrences that can only occur in a taxicab.

Today's cases fall into more traditional categories. Besides the problem of drivers refusing to pick up passengers, there are two other common complaints: rude conduct and overcharging.

The board sometimes hears from passengers who were terrified by their driver's conduct. One woman, whose driver wanted her to get out of the cab so that he could pick up a man going to the airport, told the board that the driver became so angry that she began wondering, "If he's really mentally ill or a dope addict, I could be a corpse in a minute."

There are occasional instances of drivers getting into fights with passengers, but they generally reserve violence for other drivers who steal their passengers. There have been vicious fights at Union Station and at National Airport between drivers jockeying for more riders.

The most troublesome drivers, according to several board members, are the part-time students — often foreign — who don't intend to stay in the business and so don't worry about violating regulations.

There are instances of students getting a license, renting a cab and then letting friends borrow his license and his cab.

The worst case of overcharging to come before the board occurred during a bus strike last spring. Four women were in a hurry to get from a downtown bus station to Union Station, and cabs were in short supply. They finally found one cabbie, who figured that he had a captive market — out-of-towners with a train to catch.

So he demanded $15 apiece from the women, collecting $60 for a 12-block ride. Unfortunately for the driver, one of the passengers was a city resident who returned to Washington shortly thereafter, turned him in and recovered the money.

Another cabbie tried a similarly bold tact..: with two women in town for a convention. They got into the cab downtown around 2 p.m. one day and asked the driver to take them to Arlington, where they had an appointment at 4. The driver didn't know how to get to the Arlington address, but didn't want to admit this. He refused to stop to ask directions.

As a result, the women were treated to a scenic tour of Arlington. Four o'clock came and went, and the women finally told the driver to give up and take them back to their downtown hotel, which he managed to do. Upon arrival, he informed them that they owed $20 apiece.

The women insisted on calling the police, and Officer James Thompson was dispatched to the scene. Thompson, one of the department's four hack inspectors, settled the dispute by invoking one of the cardinal rules of taxidom: If the passenger doesn't get where he wants to get, the driver doesn't get a thing.

E-1 The Washington Star Sunday, February 18, 1979

From the files of Irving Schlaifer, Chairman
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Page 1.

Taxi Meters Are Outlawed, So District Fares Are Cheap

—Washington Star Photographer Brig Cabe

A taxi rider alights on K Street downtown after paying his fare.

By John Tierney
Washington Star Staff Writer

Why is Washington the only major city in the United States without taxicab meters? There are several schools of thought on this matter:

- Congressmen don't like meters. They prefer the zone system, which is drawn to benefit anyone going from the Capitol to Northwest Washington — a ride to Dupont Circle from the Capitol, for instance, costs only $1.20. Congress became so enamored of these cheap rides, in fact, that beginning in 1933 it specifically prohibited the District from installing meters.
- Cab drivers don't like meters. The meters, after all, cost $600, which is a fairly substantial investment for a part-time driver. And without meters, it's impossible for anyone to know what a driver makes in a day, so drivers can avoid taxes by not reporting all their income.
- Passengers don't like meters. They're afraid that drivers will run up the fare by taking them out of the way, and they know that metered fares in other cities almost always cost more than the zone fares in Washington.

Whichever of the theories you accept — and there is some truth to each of them — the fact remains that most people in Washington don't seem to want meters. Proponents of meters have been arguing for decades that meters are simpler, fairer and easier to use, but Washingtonians refuse to listen.

"The taxi meter is a fraudulent device — it is a license to steal," says Irving Schlaifer, a veteran cab driver who is known as a leading authority — some would say gadfly — on the subject of Washington's taxis.

"Every mile that the cab driver goes in the wrong direction, this accurate taxi meter keeps on charging the cab passenger," says Schlaifer. "There is a place for the taxi meter and that is at the bottom of the Potomac."

Leaders of the taxi industry in other cities generally regard the zone system as an anachronism, but in the last few years some transportation experts have come to prefer it,

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E-4 The Washington Star Sunday, February 18, 1979

From E 1

since the system makes it so simple for passengers with different destinations to take the same cab.

This form of shared riding, now quite fashionable among planners because it reduces gas consumption and traffic congestion, is more difficult to operate when meters are involved. As a result, at least one city, Birmingham, Ala., is now experimenting with a zone system in order to encourage the shared rides.

Even admirers of the zone system, however, often criticize the way Washington's zones are set up. Schlaifer believes that the zones are unfairly drawn so as to make some trips unprofitable, and he's been urging the city to adopt a different zone system based more directly on mileage.

He also believes, like almost all other drivers, that the current fares are too low. Fares were set three years ago with the goal of giving a driver a gross hourly income of $5.75, which would leave him $3.52 an hour after he paid operating expenses.

In the three succeeding years the cost of living rose 25 percent, the cost of operating a cab rose 42 percent (according to the industry), and fares didn't rise at all until the 9.5 percent increase in January.

It's no wonder, says Schlaifer, that the number of cabs has been declining over the past few years, and that fewer and fewer full-time drivers are left on the streets. The best way to improve Washington's taxi service, he says, is [illegible] raise the fares still further and get the full-time drivers back into the business.

The D.C. Public Service Commission may follow his advice later this year. The commission, which classified last month's fare hike as an interim increase, plans to schedule hearings soon to consider a further rise in taxi fares.

Because the zone system is unique, it's hard to make a direct comparison between rates in Washington and other cities. The only precise way is to look at the interstate fares that apply when a Washington cab crosses the District border.

Those rates, which were not affected by the recent 9.5 percent increase, are computed according to mileage — 60 cents for the first half mile, 35 cents for each subsequent half-mile.

A two-mile suburban ride in the Washington area works out to $1.65, which is lower than in any other major city except Baltimore, where the ride would cost $1.50. It would cost $1.70 in Atlanta, $1.80 in Chicago and Boston, $2 in Los Angeles, $2.05 in New York, $2.10 in Philadelphia and $2.30 in Pittsburgh.

The Washington area's metered suburban cabs are also more expensive: the two-mile ride would be [illegible] in Montgomery, Fairfax, and Arlington, $1.90 in Prince George's, and $2 in Alexandria.

Inside Washington, of course, the cost would depend on which zone boundaries you crossed. In general, though, a two-mile ride will be a two-

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E-4 The Washington Star Sunday, February 18, 1979

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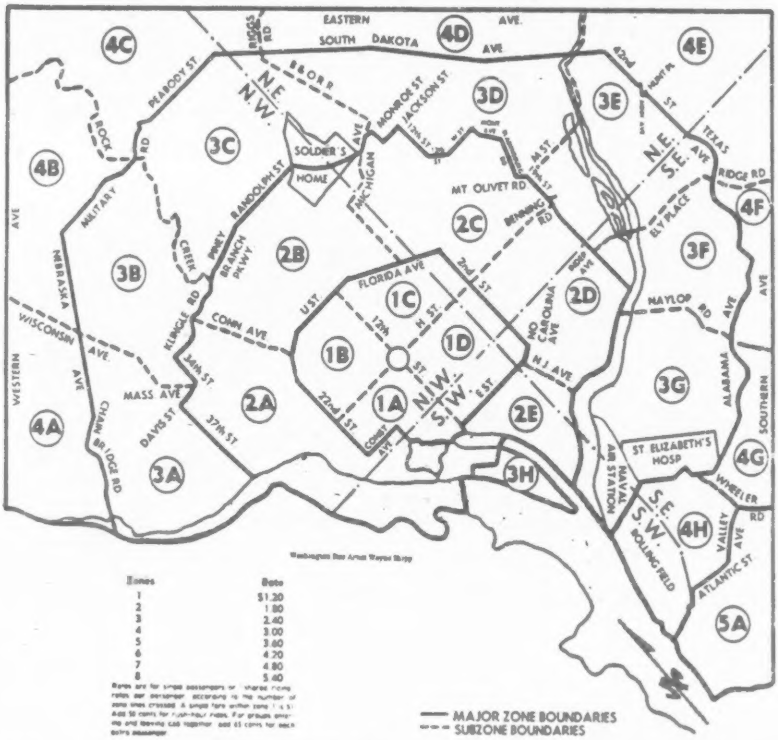
Page 2.

FARES: Cheap Taxi Rides Unique to District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JACKSON ST
SOLDIER'S HOME
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MT OLIVET RD
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SOUTHERN AVE
WESTERN AVE
MASS AVE
34th ST
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2E
4A
CHAIN BRIDGE RD
DAVIS ST
37th ST
CONST AVE
3A
3H
ST ELIZABETH'S HOSP
NAVAL AIR STATION
4G
WHEELER RD
S.E.
S.W.
BOLLING FIELD
4H
VALLEY AVE
ATLANTIC ST
5A
MAJOR ZONE BOUNDARIES
SUBZONE BOUNDARIES

Zones	Rate
1	$1.20
2	1.80
3	2.40
4	3.00
5	3.60
6	4.20
7	4.80
8	5.40

Rates are for single passengers or shared riding rates per passenger according to the number of zone lines crossed. A single fare within zone 1 is $1. Add 50 cents for rush-hour rides. For groups entering and leaving cab together add 65 cents for each extra passenger.

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zone trip that costs $1.80 under the new rates. You can start from the middle of the central zone and go two miles in any direction for that amount.

The zone map is no easy thing to figure out. It is drawn at a different angle from most maps of the District you'll ever see, so it can often be difficult to figure out where you are, let alone where you're going.

The charge for riding in one zone went up to $1.20 last month, and each additional zone crossed costs 60 cents. Outside the central 1 zone, each division — 2A, 2D, 3B, etc. — is considered a separate zone, so a trip from 3A to 3B is considered a two-zone trip costing $1.80.

Inside the central 1 zone different rules apply. If your trip is confined to one of the four subzones in 1, it costs only $1. For all other trips, disregard the subzone boundaries and consider the four parts of zone 1 as a single zone.

The two-mile trip could cost $2.40 if the zone boundaries work against you — if, for instance, you started at Dupont Circle, just inside Zone 1, and traveled along Connecticut Avenue to Porter Street, just inside Zone 3.

But the system offers compensations: a two-mile trip inside the central zone costs only $1.20, and it's not hard to take a four-mile trip for $1.80 — which is $1.65 less than it would be in New York.

While the public may attribute Washington's low fares to the zone system, the real explanation probably lies in the city's large number of cabs. It is, after all, just as easy to raise zone fares as meter fares.

But it's not so easy if there's an abundance of drivers who need an abundance of passengers. They can't afford to price themselves out of business. Charles Olson, a consultant who did a study comparing Washington's system with other cities, thinks that Washington's refusal to limit the number of cabs has helped keep fares down.

"In other cities, where the number of taxis is controlled, the taxis are often so expensive that they're only for the well-to-do and the businessmen on expense accounts," says Olson, who was hired by D.C. Public Service Commission. "Here the cabs are movers of a lot of people, including poor people."

"There may be cities with better cab systems, but they cost a hell of a lot more," says Philip Kuehl, a University of Maryland professor who worked with Olson on the study.

"I like Washington's system the way it is. I'd like to see stricter enforcement and licensing procedures, but I support the basic structure, including the zone system.

"You know, a lot of people say that the zones are confusing, but I think you'd have more problems with meters. There's always the temptation to run it up.

"With all the circles and diagonals here, if you put a meter in a car, you could take a stranger for a 20-mile ride and drop him off two blocks away from where he got in. He'd never know the difference."

A-16 The Washington Star Monday, August 11, 1975

Feel Lost in New York? So Do Some Cabbies

By Ralph Blumenthal
New York Times News Service

NEW YORK — Manya Starr, a film writer, recently hailed a cab near her apartment on East 82d Street and told the driver to take her to CBS on West 52d Street.

"Which way is west?" the driver asked.

" 'My dear boy,' said I to him," recalled Starr, whose husband, Roger, is the city's housing and development administrator, " 'How long have you been driving a cab?' He told me he had just started that morning. I mean, they don't prepare them at all, they just send them out."

HER EXPERIENCE is being shared by a growing number of New Yorkers and visitors as layoffs and an endemic shortage of fleet taxi drivers are putting more and more new and inexperienced cabbies in the drivers' seat.

The phenomenon, often exasperating to impatient New Yorkers and incomprehensible to visitors, comes at a time of growing complaints against cab drivers in general here.

The number of drivers cited by inspectors, fleet owners and citizens for offenses and infractions, ranging from discourtesy to cheating to refusing riders, totaled 30,554 last year. Through June this year the number stood at nearly 23,000 and was expected by the taxi and limousine commission to approach 40,000 for the year.

There are 36,000 licensed, working cabbies driving the 11,787 medallion (licensed) metered cabs here.

IGNORANCE of the city, however, is a nonpunishable offense.

"It's a problem," acknowledged Arthur Gore, a spokesman for the fleet taxi industry. "But there is a shortage of drivers. For a while we had 18 percent of our cabs sitting in garages because of a lack of drivers. We have the option of taking drivers off the street to teach them New York City or putting them to work."

Commission officials here are aware of the relatively exalted image and high standards of the London cabby, although there is less admiration for the famed London taxicab itself, which fleet owners say fell apart on New York's cratered streets during recent tests here.

"London and New York — it's like day and night," said Deputy Commissioner Richard D. Huttner.

TO BECOME taxi or limousine drivers, applicants present themselves at a taxi-inspection station. There they fill out identification forms, are fingerprinted and receive a rule book for drivers and a 10-page mimeographed booklet listing 168 popular sites about town and 29 heavily traveled routes to some key locations.

Then, to make sure the applicants can speak English, they are asked to read a passage from the rule book to a commission clerk and to explain its meaning briefly.

Finally, the applicants are given a 10-minute written geography test. This test consists of describing the locations of 15 places such as Lord & Taylor, Temple Emanu-El and the Playboy Club, and giving the routes to 10 popular destinations, such as Rockaway, Orchard Beach and Bay Ridge.

HOWEVER, the applicants are permitted to use their 10-page geographical directory to look up the test answers. The logic behind this, according to the taxi commission, is that such an open-book test teaches applicants how to use the directory once they become drivers.

Applicants are considered to have passed if they get no more than one location and one route wrong. If they do fail, they can take the test again, though not on the same day.

Commission officials said they had no exact figures on the number of applicants who fail or drop out of the licensing procedure, but it is acknowledged that almost everyone passes. Last month, for example, 1,876 applicants took the test and 1,780 passed.

But the turnover rate is high. The commission sends out 40,000 license-renewal notices yearly, and only 12,000 respond and renew. There are 25,000 new applicants.

THE TAXI commission has also been registering an increase in the number of complaints against taxi drivers, although, as officials take pains to note, a number of drivers are honored each year by the city for acts of bravery and uncommon hospitality.

Nevertheless, the growing number of complaints has caused concern in the ailing, $200-million-a-year fleet taxi industry and in the commission, which recently lost half its enforcement staff of 70 inspectors to budget cutbacks.

The complaints include refusals to take passengers anywhere in the city, discourtesy (dirty cabs, failure to run the meter "flag up," cheating), out-of-cab solicitation of customers, roundabout routes, "horsehiring" (subletting of cabs by the day) and the use of taxis to deliver packages.

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The Evening Star
and
The Washington Daily News

CROSBY N. BOYD, *Chairman of the Board*

JOHN H. KAUFFMANN, *President*

NEWBOLD NOYES, *Editor*

A-16 . TUESDAY, DECEMBER 19, 1972

Letters to the Editor

Taxi!

SIR: We do not need 24 more taxi inspectors, at a yearly cost of over $250,000, to crack down on our 12,000 D.C. cab drivers. What we really need, is for Congress to crack down on the D.C. Public Service Commission and take the Public Service out of the taxi business.

The cab drivers should only have to take one percent of the blame for the poor taxi service in D.C. The Public Service Commission must take 99 percent of the blame for this problem. They have deliberately given the cab drivers the short end of the deal for over 39 years. Everyone has been made to suffer for it unnecessarily.

The cab drivers have always been ready, willing and able to give good service to the cab-riding public; but that is not possible when the Public Service Commission refuses to use the authority it already has, to give them what they need, to do their job in the way that it should be done.

The oppressive taxi-zone and rate system forced upon the cab drivers must be replaced by an entirely new taxi-zone system. That new zone system must be the mileage-rate zone system, a floating zone system based on the airline distance, 70 cents for the first mile, 30 cents for each additional half-mile and 30 cents for each aditional passenger.

No taxi-zone system should ever be used wherein one makes an exorbitant profit on one trip, only to have it wiped out on the next trip. The ever-increasing traffic jams and the building of the subway system have virtually wiped out what little profit there is with the obsolete taxi zone system now in use.

D.C. cab drivers are not on any company payroll. They are all self-employed. They must decide for themselves how best they can make a decent day's earnings if they are to survive in a very extremely competitive business.

Next month taxi rate hearings will be held. The big question is: Will the D.C. Public Service Commission really do its job, and do what is necessary to make the taxi zones and taxi rates realistic and profitable, so that the cab-riding public can expect the kind of service it should and must get, or will the D.C. Public Service Commission once more become a dead-end street for all of us?

Irving Schlaifer,
Chairman, Emergency
Taxicab Committee.

THE NEW YORK TIMES, FRIDAY, MARCH 28, 1986 B3

Links Between Turoff, Credit Union and Taxi-Meter Company Investigated

By SELWYN RAAB

The former head of the city agency that regulates taxis, Jay L. Turoff, is under investigation for obtaining $244,000 in loans from a credit union that has extensive dealings with the taxi industry, according to state officials and lawyers.

Investigators said they were trying to determine whether Mr. Turoff's dealings with the credit union, the Hyfin Credit Union of Brooklyn, violated the conflict-of-interest provisions of the City Charter. Hyfin has hundreds of loans outstanding to the taxi industry.

In addition, investigators said, Mr. Turoff did not report the loans from Hyfin on his city financial disclosure forms, an apparent violation of the City Charter.

Other Areas of Inquiry

The inquiry, by the State Commission of Investigation, into possible corruption and conflicts of interest at the City Taxi and Limousine Commission is also looking into the following areas:

¶The involvement of Hyfin in the financing and operation of Electronic CompuMeter, a taxi-meter company founded by friends of Mr. Turoff. Investigators said the company appeared to be a shell with virtually no start-up funds.

¶The unexplained loss of about $1 million by CompuMeter and the disappearance of most of CompuMeter's financial records at Hyfin. Investigators said no official of Hyfin or CompuMeter could provide an accounting for the financial loss. A spokesman for Hyfin said the records were lost when computer tapes were damaged in 1984.

¶The purportedly illegal use by the Research Cab Company of 40 taxi medallions on gasoline-powered vehicles instead of diesel cars. The taxi commission gave Research Cab 100 free medallions in 1980 to be used solely to test the effects of diesel engines on city air.

Mr. Turoff, after eight years as chairman of the Taxi Commission, resigned March 10. Through his lawyer, Edward M. Rappaport, he said he was cooperating with the Investigation Commission.

'No Basis Whatsoever'

"These allegations have no basis whatsoever," Mr. Rappaport said. "Any dealings Mr. Turoff had with Hyfin and CompuMeter were at arm's length and there was no interrelationship or personal gain for him."

Mr. Rappaport also said that Mr. Turoff did not consider the $244,000 he received from Hyfin from 1982 to 1985, and on which he paid interest, as loans. He said Mr. Turoff was a member of the credit union and used personal funds on deposit with the institution as collateral covering the $244,000.

Spokesmen for Hyfin and CompuMeter, in separate interviews, denied any wrongdoing. Hyfin — an acronym for Help Your Friend In Need — has offices at 2303 Coney Island Avenue in the Coney Island section of Brooklyn. The owners of Research Cab did not return telephone calls from a reporter.

CompuMeter, established in 1983, was one of the first companies authorized by the Taxi Commission to sell electronic meters, which the commission mandated in 1984 that yellow cabs install. CompuMeter received the authorization in 1983, and the early approval was considered by rival companies to have given CompuMeter a competitive advantage.

Prosecutors to Receive Findings

The company went out of business last year after cabdrivers said its meters were shoddy and that replacement parts were unobtainable.

The chairman of the Investigation Commission, David M. Trager, confirmed that the agency was examining Mr. Turoff's ties with Hyfin and CompuMeter.

Other officials said results of the year-long investigation are expected to be turned over to the United States Attorney for the Eastern District of New York, which has Federal jurisdiction in Brooklyn, and to local district attorneys.

Lawyers and officials for the commission said possible Federal violations included mail fraud and possible state irregularities included violations of state banking laws, misuse of banking funds and larceny.

In Mr. Turoff's case, officials said, they were examining another possible conflict-of-interest violation in his reputed failure to disclose to other commission members that he was a friend of at least one of the officers of CompuMeter.

The president of CompuMeter, Harriet Silver; her husband, Alan, and the vice president of the company, Herman Schwartz, are all longtime friends of Mr. Turoff and active in the Democratic Party in Brooklyn.

State investigators said that Hyfin records described the $244,000 received by Mr. Turoff as loans, and that about $130,000 remained unpaid. The city's financial disclosure law requires officeholders to list all indebtedness of $5,000 or more that occurs over at least 90 days.

Mr. Rappaport, however, said Mr. Turoff did not list his dealings with Hyfin because he did not consider them loans.

"Those loans that he took were for the benefit of his private businesses and has nothing to do with the Taxi and Limousine Commission," Mr. Rappaport said. Mr. Turoff, according to his financial disclosure forms, has investments in a sign and plaque company and a company that manufactures novelty items, such as key chains.

Credit Union Defended

A lawyer for Hyfin, Harry Kupersmith, denied any improprieties in the loans to Mr. Turoff or that the credit union tried to influence Mr. Turoff on taxi-industry matters. Mr. Kupersmith said state banking laws prohibited him from disclosing the financial arrangements with Mr. Turoff.

He said Hyfin has about 5,000 members in the taxi industry and has many outstanding loans to cab drivers for the purchase of cabs and for insurance.

He also denied that Hyfin provided direct financing, loans, or administrative help to CompuMeter. Under state banking regulations, Hyfin can lend money only to registered individual members, not to companies.

Mr. Kupersmith said Hyfin lent about $980,000 to its members for the purchase of about 1,400 meters from CompuMeter in 1984 and 1985. Each meter cost about $700.

Commission investigators said CompuMeter had no offices and used a mail drop in the Borough Park section of Brooklyn as its address. Meters were assembled by supply companies and were stored, with spare parts, in the basement of Hyfin, investigators said.

Hyfin also made direct payments to CompuMeter's parts suppliers, an apparent violation of state banking laws, investigators said.

Mr. Kupersmith said the meters and parts were kept at Hyfin to "protect members" who had purchased meters in the event that CompuMeter had financial problems. This was done, he said, because CompuMeter was a new company and Hyfin was concerned about its financial stability.

He said Hyfin normally did not make payments to suppliers but did so at the direction of CompuMeter. He asserted that the payments were proper under state banking laws.

The State Banking Department has been notified by the Investigation Commission about possible banking-law irregularities at Hyfin, which is chartered by the state. A spokesman for the department, Richard J. Riley, declined to comment about investigations concerning Hyfin.

Asked if a credit union could make payments to a company at the direction of another company, Mr. Riley said, "No credit union is authorized to pay a company's bills."

According to records obtained by the Investigation Commission from the credit union, CompuMeter had expenditures of $2.3 million and income of $1.2 million. Mr. Kupersmith said Hyfin "neither lost nor made money on the loans" for meters.

Hyfin, in its last annual report, said that on Dec. 31, it had assets of $82.9 million and loans of $72.7 million to 12,000 members.

[93d Congress, 1st Session]

H.R. 11794

In the House of Representatives

December 5, 1973

Mr. Ketchum introduced the following bill; which was referred to the Committee on the District of Columbia

A BILL

To direct the Public Service Commission of the District of Columbia to establish a mileage rate zone system for the computation of taxicab fares in the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Public Service Commission of the District of Columbia shall not approve or otherwise order the establishment of any system for fixing rates for any motor vehicle licensed under authority of subparagraph (d) of paragraph 31 of section 7 of the Act entitled "An Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, Nineteen Hundred and Thirty, and for other purposes," approved July 1, 1932 (D.C. Code, sect. 47-2331), other than a mileage rate zone system (a floating zone system based on airline distance between two points), and regulations applicable thereto. Such a mileage rate zone system shall be based on a rate of not less than .70 for the first mile, .30 for each additional half mile, and .30 for each additional passenger. Each trip shall be measured from the point of origin in order to compute the taxicab fare.

Sec. 2. The first section of this Act shall take effect on the one hundred and twentieth day after the date of enactment of this Act, and the Public Service Commission shall not prepare, issue, publish, or enforce any order or regulation with respect to rates or changes not in conformity with the mileage rate zone system required to be established by the first section of this Act.

[From the Congressional Record, Dec. 5, 1973]

Public Bills and Resolutions

Under clause 4 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. KETCHUM: H.R. 11794. A bill to direct the Public Service Commission of the District of Columbia to establish a mileage rate zone system for the computation of taxicab fares in the District of Columbia; to the Committee on the District of Columbia.

[Hon. William M. Ketchum of California, in the House of Representatives, Wednesday, December 5, 1973]

Improving Taxicab Service in District of Columbia

Mr. Ketchum. Mr. Speaker, I am today introducing legislation which will have the happy result of improving taxicab service in the District of Columbia. I am sure that all my colleagues have had unpleasant experiences in trying to find a cab in the District. The best way to improve taxi service is to make the job of taxidriver more inviting and financially rewarding, while at the same time insuring that the industry does not price itself out of existence.

There have been periodic efforts to reform the taxi industry. Most of these suggest that the District of Columbia force taximeters upon the industry. This would be a grave mistake. Reform can be accomplished without taximeters. What is needed is a whole new zone system and a whole new rate package to go with it.

The record will show that the overwhelming majority of District of Columbia cab drivers are opposed to the installation of taximeters. Taxi passengers should be as well. With a meter, it is always a guessing game as to what the final fare will be.

Identical trips do not always have identical rates. The taximeter was never intended to protect the cab riding public.

It is only with a flat rate zone system, as used here in the District of Columbia, that the public can get maximum protection. The passenger always knows in advance the exact price of his trip, and identical trips always cost the same fare. Such a system offers the maximum in consumer protection.

There are, however, problems with the existing zone system. The use of the rigidly fixed boundary lines made up of arbitrarily selected streets creates zones of unequal size. With this jigsaw puzzle, a 6-block trip for a single passenger can cost as little as 70 cents, or can cost as much as $1.45. A 5-mile trip can cost as little as 85 cents. The driver can make an exorbitant profit on one trip, only to have it wiped out in the next.

The bill which I have introduced offers a solution to this problem by creating zone areas of equal size, wherein the cab riding public pays for the distance he travels. It establishes a floating zone system, a straight line measurement based on the airline distance, the mileage rate zone system, and sets the fare at 70 cents for the first mile, 30 cents for each additional half mile, and 30 cents for each additional passenger.

This mileage rate zone system will decrease the rates where needed, increase the rates where needed, and leave the rates unchanged where needed. It is estimated that 60 percent of the cab riding public will pay no increase in rates, but the drivers will receive a fairer return for their labor.

This system is already used to compute parcel post rates, airline rates, trucking, and telephone rates. It is also in accord with congressional mandates calling for a system of uniform zones.

The Public Service Commission of the District of Columbia already has the power to reform the present system of zones, but has done nothing. The time has, therefore, come for the Congress to take the lead in reforming the taxicab industry.

The fuel shortage compels us to seek ways in which to make all forms of transit more efficient. I believe that this bill would significantly improve the performance of the District of Columbia taxicabs.

I should also like to take this opportunity, Mr. Speaker, to commend Mr. Irving Schlaifer, of the District of Columbia, for his help in the preparation of this bill. Mr. Schlaifer's knowledge of the taxicab industry and his imaginative suggestions were of great assistance.

The mileage rate zone system is an idea whose time has come. I urge my colleagues to give this bill their close attention and support.

From the files
of
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THE TAXICAB INDUSTRY OF WASHINGTON, D.C.: REGULATORY PERSPECTIVES

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1. INTRODUCTION

The regulation of the taxicab industry in Washington, D.C. has differed from the approach used in many other cities in the U.S. in two respects. First, almost all taxicab rates in the U.S. are determined through the use of meters, which record both distance traveled and time in transit. Washington, D.C. taxi fares, on the other hand, are based on the number of zones the cab must go through in making a trip. Second, many cities limit the number of taxi licenses and thereby reduce the competitive factor in the taxi industry. Washington, D.C. regulations permit qualified drivers to enter the industry for the payment of a minimum fee.

Currently, little published literature is available to help the District of Columbia Public Service Commission judge the effectiveness of its approach in regulating the taxicab industry or to determine how customers and citizens view the situation. This report is intended to help fill that gap and to present a discussion of the relevant policy factors that should be considered by the Commission in the review and possible modification of its regulatory policies.

1.1 Objectives

This study was undertaken by the District of Columbia Public Service Commission (PSC) to obtain information on whether it should modify its entry and fare determination policies relative to the taxicab industry. The study objectives encompass two distinct goals. They are:

1. To examine the subject of fare determination policy and determine the views of Washington, D.C. residents, users, visitors, drivers, and the taxicab industry on this subject.

2. To examine entry policy and to determine the views of Washington, D.C. households, users, visitors, drivers, and the taxicab industry on this subject.

To accomplish these objectives, the theoretical aspects of fare determination and entry policies were examined, and four questionnaires were utilized to determine the perceptions of the residents and drivers that would be affected by policy changes in these areas.

1.2 Contributions of the Study

The findings in this study provide three useful insights for the Commission relative to taxi regulation. First, the study examines the theoretical aspects of entry and fare determination policies for the taxicab industry. This provides a contribution to the dialogue on this subject. Second, the surveys taken are of a type that has never been applied to taxicab users. Specifically, the surveys contain attitudinal questions that provide valuable insights into what the community as a whole thinks about the taxi industry in Washington, D.C. These surveys have given new information to the Commission that can be used to judge policy alternatives. Third, the taxicab industries in several other comparable cities were examined to provide a comparative basis for evaluating policy alternatives.

1.3 Organization of the Study

The organization of the study reflects the approach followed by the research team. Following the introduction, the discussion is divided into three main sections. The theoretical aspects of fare determination policy are presented first; this provides the reader with an analytical framework from which the specific facts of the Washington, D.C. case can be viewed. Second, the empirical findings are presented in a discussion format so as to reveal the information that they provided. Then the third major section discusses and interprets the survey findings and their policy implications for Washington, D.C. Finally, the appendices provide the detailed information obtained in the course of the study; this allows readers who are more interested in specific conclusions to further analyze the materials from which such findings were made.

2. THEORETICAL FINDINGS: ECONOMIC ASPECTS OF FARE DETERMINATION AND ENTRY POLICIES

Regulatory control of the taxicab industry must focus on three variables -- fare levels, fare structure, and entry controls. While regulatory commissions also can control security issues, service levels, and abandonments of the larger public utility firms, they cannot easily control these variables in the taxicab industry because of the atomistic nature of the units providing service. The Commission is currently most interested in fare determination systems and entry control policies. This section discusses these subjects so as to answer the theoretical questions that are of importance to the Commission for the purpose of determining optimal regulatory policies.

2.1 Fare Determination Systems

The fare determination system is the method by which fares will be determined in any given situation. It is an element of the rate structure, which is the manner in which costs are apportioned and rates designed so as to yield the appropriate revenue requirement. This discussion of fare determination systems includes the characteristics they should have, the methods that could be used to determine taxi fares, their relationship to the economic structure of the industry, and their impact on demand and service levels. Its purpose is to present the conceptual aspects of fare determination that are important in the setting of fare determination policies.

2.1.1 Characteristics

Ideally, a fare determination system should have the following characteristics:

1. It should yield the revenue requirement that has been determined to be fair and reasonable.
2. It should be equitable in terms of basing rates for different trips on the cost of providing those trips to the maximum extent possible. Cost as used herein includes driver wages and a reasonable profit.
3. It should not encourage the taking of uneconomic trips nor discourage economic trips. In other words, it should provide an incentive to take cost-justified trips and discourage trips that are not cost-justified.
4. It should be easy to understand and administer.
5. It should be as low in cost as possible.
6. It should be as stable as possible so customers can learn to understand it.

Each of these characteristics is discussed below.

Probably the most important characteristic that a fare determination system should have is the ability to recoup the revenue requirement. If the fare system for one reason or another does not allow recovery of the revenue requirement, service will deteriorate or even disappear in certain markets. Taxi service is a public service that is so essential that this cannot be permitted to happen. In a similar fashion, the rate structure should not yield more than the revenue requirement. If that happens, the above cost rates will discourage the maximum development of the market for taxi service. Adequacy of the rate structure in producing the revenue requirement for the D.C. taxi industry cannot be overemphasized. Exit from this industry is relatively easy, especially if the driver leases his taxi. A fare structure that does not produce the necessary revenue requirement will result in poorer service and the exit of drivers from the industry.

Equity in the rate structure is nearly as important as the recoupment of the revenue requirement. In the taxi industry, this means that there should not be "good" trips and "bad" trips. In economic terms, a good trip is one that produces revenues above average cost, and a bad trip is one that produces revenues below average cost. While costs will vary by trip according to length, traffic conditions, and other factors, the fare determination system should recognize these differences as closely as possible. As long as fares are close to the costs experienced on individual trips, drivers will not prefer to make certain trips and not others. When there are good and bad trips, the situation does not balance out, as is sometimes assumed. Consumers paying for good trips will be overcharged, and consumers wanting the trips that are bad may not find a taxi available at all; in a sense no taxi is paying the highest price of all.

The third objective, as stated above, relates to the proper allocation of economic resources in the District of Columbia. Taxi trips that do not cover their economic costs should not be encouraged through low fares, and taxi trips that do cover economic costs should not be discouraged through high fares. If the fare structure does not provide the proper incentives for the taking of cost-justified trips, taxi service will not fulfill its proper role in the District of Columbia. Certain trips that should go by taxi will be made by other modes of transport and vice versa. Thus, it should be fully recognized that the fare structure used in the taxi industry plays an important role in the use of taxicabs in the overall transport mix in D.C.

The fare determination system should be easy to understand, perhaps even at the expense of some simplification. While the proper following of costs is essential, as described above, so is a proper understanding by consumers. Consumers should know how they are being billed, why the billing system is designed as it is, and even what the cost of a specific trip will be. Then they will feel comfortable in knowing that they have the money to pay for their trip and not feel they can be cheated by the system.

The fare determination system should be as low in cost to administer as possible. In other words, there should not be a significant cost associated with administering the fare system, as this will add to costs and increase the price of riding a taxi.

Finally, the fare determination system should be as stable as possible so customers can come to know and understand it. This is usually an advantage of an existing system. Any method of fare determination takes time to learn and understand. Thus it is important that there be as few changes as possible in the system so that customers do not have to go through a learning process any more than necessary.

2.1.2 Methods of Fare Determination

This section discusses the available methods of fare determination and includes analyses of the fixed zone, circular zone, and meter systems. It does not cover possible systems that are not now in use and that would require measuring equipment that is not yet available.

The fixed zone system is the one that is currently used in the District of Columbia. Under this method of fare determination, a passenger is charged on the basis of the areas or zones in which his trip originates and ends. The boundaries of the fixed zone system should be set to divide a city into areas that take about equal amounts of time to pass through. Thus it would be expected that zones would be somewhat smaller in the more congested central business district than in the outlying residential areas.

The fixed zone system is low cost in its administration since all that is required to determine a fare is a zone map of the area. But its other disadvantages may outweigh this advantage. Zone boundaries encourage drivers to look for trips that cross these lines, while encouraging customers to walk or take a bus across zones. At the same time, drivers will not wish to make trips within a single zone unless they are very short, and customers will wish to use cabs for one-zone trips and for trips that go through very long zones. Incentives that result in drivers looking for one kind of trip and passengers looking for another are not desirable since driver unhappiness about the fare structure may result in poor service and customers feeling that they are not getting what they pay for.

Thus the disadvantages of the fixed zone system are that it does not follow cost very well and it encourages the taking of uneconomic trips while discouraging the taking of certain trips that would be made if rates were cost-based. There should be no difficulty in recouping the revenue requirement under this system if the fare level is set high enough. It is a difficult system to understand because there are many zones and zone boundaries that are necessary in a large area such as Washington, D.C. It is not hard to understand why it has been dropped in so many areas.

A very different kind of zone system, the circular zone system, was proposed by a Washington, D.C. taxi driver, Irving Schlaifer, some 15 years ago. The taxi fare under this system is based on the number of airline miles between the origin of the trip and the termination point. It is currently the basis for determining interstate fares by District of Columbia taxis and is the basis used to determine parcel post rates and long-distance telephone rates. The rationale for this system is that it relies on distance, it does not require a meter for implementation, it is easy to understand, and it encourages the driver to take the lowest cost route from origin to destination.

To be more specific, a circular zone system follows cost better than a fixed zone system because the rate is more closely based on the distance between origins and destinations. A disadvantage here is that taxicab costs are incurred on the basis of miles actually traveled and not airline miles. This disadvantage may be more than offset, however, by the incentive that drivers are given to take the lowest cost path. Passengers will know that rates are based on mileage and react accordingly. They will probably try to take more trips that are just short of the break points in the system, perhaps even at the expense of doing a certain amount of walking. But, if there is a small enough distance increment in the system, such as the half-mile break proposed by Schlaifer, this might not be a big problem. The circular zone system does not require meters and is therefore low cost to administer. Finally, once implemented, it should be very easy for customers to understand. Under this method, customers will know from the map in the taxi exactly how much their fares will be before they start their trips.

The meter system, when carefully administered and patrolled, probably follows costs the best. This happens because fares are based on miles actually driven and the time actually spent in providing the service. There is a circular zone element in this system in that the meter registers additional amounts on a discrete rather than a continuous basis, such as every fifth of a mile.

Meters are more costly than zone systems to administer. They cost about $300 and require maintenance, which may be time-consuming. They can be tampered with and do not encourage drivers to take the lowest cost route. If a driver doesn't know where he is going, it will cost the consumer. Drivers will prefer longer and faster routes while passengers will prefer shorter routes. Areas with poorer roads and greater traffic congestion will not be frequented by drivers unless there is a high enough waiting time charge. Customers will easily understand the basis upon which their fares will be determined but will not know what their fares will be until their trips are over.

2.1.3 Incentives

While the different fare determination systems discussed above produce different incentives to passengers and drivers based on each wanting to get the best bargain for himself, there is no reason to expect that any of the above systems would be more likely than any other to affect ownership patterns or levels of compensation. Meters are a more costly method of fare determination and this would probably be reflected in terms of a slightly higher cost level for meter cabs over zone cabs. Rate levels appear to be independent of fare structure and depend more on entry policies and regulatory control of revenue requirements than anything else. This question will be discussed in more detail when the comparable cities study is discussed.

The method of fare determination is not likely by itself to affect overall demand and service levels, but will very likely affect demand and service levels for certain trips and in certain areas of the city. What must be recognized at the outset is that fare level and fare determination are problems that are largely independent of one another. The fare level can be high or low with a meter system just as easily as it can be high or low with a zone system. Thus, if only the fare determination system is analyzed, it should be done under the assumption that the fare level is already determined. Then the only question is how the total revenue requirement will be recouped.

Under any fare determination system some trips will be better than others. This happens because, no matter how closely rates follow distance and time, there will be more empty mileage associated with trips to certain areas than to others. Thus, in Washington, D.C. for example, if there is a high probability of an empty backhaul from Southeast, drivers will not want to make trips there, under any fare determination system.

It may be that a poorly designed fixed zone system will affect demand and service levels for certain areas and types of trips. As has been pointed out previously, a fixed zone system discourages short trips that cross zone boundaries. Long zones affect service in areas in which drivers know that trips will produce little revenue. Higher charges for multiple-passenger loads will encourage better service in zones in which the probability of multiple-passenger trips is higher. But such occurrences can happen independently of the fare determination system.

The above discussion has conceptually analyzed fare determination systems so as to provide a framework for understanding the functions they serve and the incentives they can produce. Certain service problems are directly caused by a specific method of determining fares; others can result regardless of the method of fare determination. The following portion of this section discusses the conceptual aspects of entry policy so as to provide the remainder of the framework that is necessary to analyze the more specific problems of the Washington, D.C. taxi industry.

2.2 Entry Policy

Entry policy is the approach used to decide whether there ought to be limits on the number of taxicabs serving a given jurisdiction. The concept is limited to economic controls and does not relate to requirements concerning driver character, ability to drive, safety, and so on. Rather, the entry policy question concerns the issue of whether or not there are reasons for limiting the number of cabs or placing various operating restrictions on them. In general, economists prefer free entry over restricted entry unless there is a clear showing that the industry is a natural monopoly. Natural monopoly does not exist in the taxicab industry except perhaps in the very smallest of markets.

Free entry as a regulatory policy is considered desirable because it is assumed to keep fares at the lowest possible level and service at the highest level, given the price structure. Under a free entry policy, drivers with cabs will enter the industry if they feel they can earn a living that is as good or better than in a comparable job that requires the same level of skill and education. If the fare level is considered too low, drivers will leave the industry, and if it is high, they will enter. It should be observed that costs may change with fare levels and influence the number of drivers in the industry. If fares become too high, ridership may be discouraged and drivers may have to wait or cruise more for each revenue trip, raising costs.

Under a free entry system with uncontrolled prices or with cost-based regulated prices, the optimum number of cabs is the result of the prices interacting with demand and not a target to be sought after. Demands, which are beyond the control of the Commission, and price, which is Commission-controlled, combine to induce as many drivers as it believes it to be worthwhile to provide taxi service. Optimality is thus defined in terms of a supply-demand balance rather than as a number or condition to be sought after.

Restricted entry as a policy is employed when it is felt that fewer units can provide better service than more. Often it has resulted from pressure by firms in the industry wanting less competition. Proponents of restricted entry argue that service will improve, rates will be more stable, and the firms in the industry will have more financial stability. A further advantage is that service standards can be specified and maintained if the regulatory agency is willing to guarantee the regulated firms a fair rate of return.

Under a restricted entry system, the optimum number of cabs is derived from the service level that the regulatory body specifies. The agency may wish that there is at least one taxi on certain cab stands 99 percent of the time, or that 95 percent of all telephone calls for radio service are answered in 30 minutes. The agency may specify minimum numbers of cabs on the street during the various times of the week, perhaps broken down according to areas of the city.

The result of service specifications is a higher price level than would otherwise be the case and the option of lesser service at a lower price. Minimum service standards can only be provided at higher prices than would be the case in their absence. Higher prices can affect demand levels by pricing certain customers out of the market, raising costs and fares further. When this is done with taxi service, it may result in only visitors and higher income residents using taxis.

With service standards being specified, there is usually cross-subsidy between the various trips and service types. Users of taxis at certain stands may not pay the full cost of having taxis available at all times; this might also be true of certain radio-dispatched trips. It should be noted here that the only way in which service standards can be kept up (which will benefit only some riders) is to keep fare levels higher than they would be in their absence.

If the optimum number of cabs means the maximum number of cabs, then a policy of free entry, in combination with cost-based rates, is best. Drivers will enter the industry if opportunities are as good as in comparable jobs, and service will be good in all areas if the different trips produce about equal profits. It should be noted here that poor service at certain times or for specified runs may be caused by fare determination policy, a condition that could be changed without changing entry policy. Thus, free entry in combination with cost-based rates will result in the optimum number of taxicabs. Such a result could be verified through the use of an appropriately designed survey.

2.3 Summary

This section has presented the theoretical aspects of fare determination and entry policies. Its purpose has been to provide a theoretical overview of these regulatory variables so that the Commission has a solid analytical basis for dealing with the specific facts of the Washington, D.C. taxicab industry.

The first part spelled out and discussed the characteristics that a fare determination system should have. Then the methods of fare determination for the taxi industry were discussed. Finally, the incentive effects of different fare structures were analyzed with respect to their impact on industry structure and supply and demand factors.

The second part of this section dealt with entry policy. The theoretical bases underlying free and restricted entry policies were discussed, along with the concept of the optimum number of taxicabs. There was also a cursory analysis of the effect of entry control upon service and fare levels. The overall conclusion of the discussion on entry policy was that cost-based rates and free entry provide the best approach to minimizing fare levels while keeping service quality good.

3. EMPIRICAL FINDINGS

This section of the report summarizes the major findings generated in the study from an overview perspective. As such, this narrative highlights the nature and thrust of the empirical and descriptive data obtained through the four survey tasks comprising the study.

The first set of data summarized here was obtained from the 948 telephone interviews completed with District of Columbia residents. The second part of this discussion reports findings from the 575 completed questionnaires obtained through the on-site distribution of survey forms at selected geographic locations in the city. Next, results from the taxicab driver survey are presented. This respondent group consists of the results of 449 questionnaires completed by drivers during their license processing activities at the D.C. Department of Motor Vehicles, Division of Public Vehicles.

Data from the management interviews -- intensive discussions conducted by Dr. Olson and Dr. Kuehl with management personnel of the major taxicab associations in D.C. -- and the comparable cities analysis are discussed in this section of the report as well. However, most of this data is integrated with the interpretative analysis and discussion of the taxicab industry of the District of Columbia, which is presented in Section 4.

In reviewing the discussion presented here, the reader should note three factors. First, this discussion is based on the specific findings of the study, which are found in Appendix C of this report, and the detailed computer printout accompanying this report. All readers desiring to examine specific findings in detail should consult either of these two sources. In addition, the survey questionnaires used in this study are found in Appendix B of this report. Second, the discussion here excludes any lengthy, detailed interpretation of the findings. This task is undertaken in the following section, where all facets of the data gathered in this study are discussed in a comprehensive and integrated discussion. This discussion is focused on answering the Public Service Commission's research questions stated in the RFP letter of January 28, 1974. Third, it should be recognized that the data presented here merely provides a descriptive profile of the opinions and attitudes of D.C. residents and taxicab drivers about the taxicab system in the city. In essence, the extent to which respondent perceptions of the taxicab industry agree or disagree with actual reality defines the potential impact that alternative policy decisions by the Public Service Commission would have on taxicab riders and drivers in the District of Columbia.

3.1 Results from the Telephone Questionnaire

Data reported from this survey task is organized in the following manner for discussion purposes. First, ridership patterns are reported -- focusing on the development of a statistical profile of D.C. taxicab riders by geographic sections of the city and respondent age, educational level, and sex. Next, the perceived adequacy of taxicab service in D.C. is analyzed by the following factors: (1) general level of service by geographic location in the city; (2) service on the weekends, during rush-hour periods, at night, and in the downtown area; (3) the level of telephone-dispatched service; (4) the system of shared ridership service; and (5) driver knowledge as related to service. In addition, questions about the ridership implications of improved service are also analyzed. Finally, respondent perceptions of the fare levels and method of fare determination are presented.

3.1.1 Taxicab Ridership in the District of Columbia

a. Of the persons responding to the telephone questionnaire, 26.4% ride in taxicabs more than once a week, 9.6% use taxicab service about once a week, 8.0% ride in taxicabs about once every two weeks, and 13.2% ride in taxicabs about once a month. In addition, 42.7% of the survey respondents indicated that they use taxicab service less than once a month or never.

In reviewing this response pattern, it should be noted that, of the 1,365 telephone interviews attempted in this study, only 948 completed interviews were obtained. Of the 417 unsuccessful interviews, 317 of the nonrespondents refused to be interviewed, while the other 100 unsuccessful interviews were the results of busy signals (on all four attempts) or no answers to the calls. Based on the experience of the Westat telephone interviewing staff, many of the 317 nonrespondents refusing to answer the questions possessed little interest or knowledge of the taxicab industry in D.C. and were very infrequent users of taxicab service. It seems reasonable to conclude, as a result, that if interviews with this group of residents had been obtained, the percentage of responses in the less than once a month or never ridership category would have increased substantially and the percentage of responses in all other categories would have decreased. In essence, frequency of ridership findings in this study are probably biased toward heavier or greater ridership than would be expected in the general population of the District of Columbia.

b. When the frequency of taxicab ridership findings just discussed were analyzed by (1) quadrant of the city, (2) age of the respondent, (3) educational level of the respondent, and (4) sex of the respondent, no statistically significant relationships were found. In other words, these four variables are not statistically correlated with the five categories of ridership frequency presented in the first part of this discussion. From a descriptive viewpoint, however, it should be noted that 62.7% of the total ridership reported in this study was accounted for by residents of the Northwest, and 17.8%, 16.7%, and 2.7% of the total ridership obtained in the study was reported by residents of the Southeast, Northeast, and Southwest, respectively. While this ridership pattern suggests that more taxicab ridership occurs (in absolute terms) in the Northwest than in the three other quadrants, the proportionate share of total ridership for this segment is not higher than Northeast, Southeast, or Southwest in a statistically significant fashion. This response pattern, in essence, suggests that residents in Northwest have more working telephone numbers listed in the current directory and were more willing to participate in the study than people in any of the other three quadrants.

When the total taxicab ridership reported in this study is described by age, respondents under age 25 account for 13.2% of the ridership, people 25 to 44 years of age account for 39.2%, respondents 45 to 64 account for 30.7%, and 13.2% of the total ridership was accounted for by respondents 65 years of age and older (no answer to this question was obtained from 3.7% of the respondents). In terms of educational levels and ridership, non-high school graduates account for 15.5% of the total ridership, high school graduates account for 23.1%, respondents with some college account for 18.0% of the ridership, 22.4% is accounted for by college graduates, and 15.3% of the total ridership was accounted for by post-college graduates or holders of professional degrees (5.7% did not respond to the question). Males account for 34.8% and females account for 64.1% of the total taxicab ridership reported by sample respondents (Westat telephone interviewers could not determine the sex of 1.1% of the respondents). While the total pattern of taxicab ridership reported in this study varies -- in absolute terms -- across the socio-demographic variables just cited, the proportionate amount of ridership accounted for by each of the categories is not different in a statistically significant manner.

3.1.2 Perceptions of Taxicab Service in the District of Columbia (Telephone Sample)

a. When respondents were asked to rate their perceptions of taxicab service in the District of Columbia, the following general findings were obtained.

Table 1. General perceptions of taxicab service

Taxicab Service	Good	Bad	Average	No Opinion
a. In your part of the city	29.2%	30.8%	32.0%	8.0%
b. On the weekends	14.2	37.0	18.5	30.3
c. During the rush-hour periods	12.3	46.8	15.4	25.4
d. At night	12.3	38.2	17.4	32.1
e. In the downtown area	27.6	25.7	21.7	24.9

When interpreting these results, two overall conclusions evolve. First, service is perceived to be good in the respondents' part of the city and in the downtown area. Conversely, service levels are judged bad on the weekends, during rush-hour periods, and at night. In general, these results tend to reflect generally recognized characteristics of the taxi industry in Washington. The second overall conclusion in the table involves the no opinion response category. While most respondents were able to express opinions about service levels in their part of the city, many respondents did not express a viewpoint on the other service level factors -- perhaps reflecting a lack of experience with taxicab ridership during the periods examined or in the downtown area.

b. When the results presented in Table 1 were analyzed by the frequency of taxicab ridership, significant statistical relationships were not found. In other words, perceived levels of taxicab service (among each of the five factors examined in Table 1) were not statistically related to the frequency of ridership among those responding to the questionnaire. In essence, the perceptions of service by more frequent and less frequent riders of D.C. taxicabs reflect the general pattern of results found in Table 1.

c. When the age levels of respondents were analyzed with respect to service levels, people in the 45 to 64 category perceived service levels to be poor in all five categories included in Table 1. Respondents in the 65 years and older category tended to rate service good in all five categories. Most respondents in the under 25 age category and in the 25 to 34 years category expressed average service levels in each of the five service categories.

d. Educational achievement levels were not statistically related to perceived levels of taxicab service in any of the five categories in Table 1 except the downtown area. Service levels in this area were rated poor by respondents who hold high school degrees or who have completed some college. Respondents in all other educational levels reported good service.

e. Most women rated service good during the rush hour, while many men judged service to be average or bad during this time period. In addition, most women respondents indicated that service was bad in the downtown area, while most men rated it good or average.

f. Two other tables provide meaningful insights into perceived levels of the adequacy of taxicab service in the District of Columbia. When taxicab service was analyzed by the geographic quadrants of the city, the following results were obtained.

Table 2. Perceptions of taxicab service by geographic quadrants

Taxicab Service	Northeast	Northwest	Southeast	Southwest
a. In your part of the city	Bad	Good	Bad	Average
b. On the weekends	Bad	Good	Bad	Average
c. During rush-hour periods	N.S.*	N.S.	N.S.	N.S.
d. At night	Bad	Good	Bad	Bad
e. In the downtown area	N.S.	N.S.	N.S.	N.S.

* Not significant.

Note: All significant relationships reported at alpha levels of .05 or higher.

In general, these findings suggest that respondents in Northwest assess taxicab service well in their part of the city, on the weekends, and at night. Conversely, respondents in the Northeast and Southeast think service is bad along these three dimensions. Respondents in the Southwest perceive service to be bad at night and average in their quadrant of the city and on the weekends. Nonsignificant statistical relationships were found when rush-hour and downtown service were analyzed by geographic quadrants of the city. However, it should be remembered that results in Table 2 show that, generally speaking, most respondents in the sample (in total) perceived rush-hour service to be inadequate. Table 2, as a result, confirms this by showing that negative perceptions of rush-hour service are not statistically related to specific quadrants but rather held generally by all sample respondents. In a similar manner, most respondents in all geographic quadrants have, as indicated in Table 1, a divided opinion of taxicab service in the downtown area. In summary, this table shows that the zone system in D.C. has resulted in differentials of perceived service levels among the four quadrants of the city, with service in Northwest better than any of the three other areas.

Another indication of the perceived adequacy of taxicab service in D.C. is presented in Table 3, which is based on combinations of ZIP Codes in the city that represent selected geographic areas. In general, these findings confirm the results presented in the first two tables. Service in the West End and downtown areas is perceived to be good generally. Taxicab service in the Northeast, Southeast, Anacostia, Congressional Heights, Brookland, Michigan Park, and Takoma Park areas is perceived to be bad in general terms. Finally, service on the weekends and at night is considered to be bad, or average at best, in most parts of the city. As in Table 2, rush-hour service perceptions were not statistically related to any of the geographic breakouts -- service generally evaluated as bad by most respondents in all of these geographic sections of the city.

g. When telephone service was analyzed, it was found that 83.1% of the respondents have attempted to obtain a taxicab by telephone. When this frequency of attempted telephone service use was analyzed by frequency of ridership, it was found that most respondents who ride cabs more than once a week do not use telephone service -- suggesting that this group obtains service through general, on-the-street taxicab availability. In addition, people who ride cabs less than once a month or never tend to use telephone service very infrequently. Other ridership patterns were not statistically related to telephone service.

It was found that respondent age, educational level, and residential quadrant categories were not statistically related to the attempted use of telephone taxicab service. In addition, findings indicate that fewer women than men attempt to use taxicab telephone service.

Of those respondents who had attempted to use telephone service in D.C., 34.7% think that telephone-dispatched service is

Table 3. Perceptions of taxicab service by selected geographic areas

Service	Code							
	1	2	3	4	5	6	7	8
a. In your part of the city	Bad	Avg.	Avg.	Good	Avg.	Good	Good	Good
b. On the weekends	Bad	Bad	Avg.	Good	Avg.	Good	Good	Good
c. During rush-hour periods	N.S.*	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.
d. At night	Bad	Bad	Bad	Good	Bad	Avg.	Good	Good
e. In the downtown area	Bad	Bad	Bad	Good	Good	Good	Bad	Good

* Not significant.

Notes: (a) All significant relationships reported at alpha levels of .05 or higher.

(b) Code 1 comprised of ZIP Codes 32, 20, 19 (far Northeast, Southeast, Anacostia, and Congress Heights)

Code 2 comprised of ZIP Codes 17, 18, 12 (Brookland, Michigan Park, and Takoma Park).

Code 3 comprised of ZIP Code 11 (Upper Northwest).

Code 4 comprised of ZIP Codes 07, 08, 15, 16 (the West End).

Code 5 comprised of ZIP Codes 01, 02 (Near Northeast).

Code 6 comprised of ZIP Codes 24, 03 (Near Southeast and Southwest).

Code 7 comprised of ZIP Codes 10, 09 (Near Northwest).

Code 8 comprised of ZIP Codes 37, 36, 06, 05 (Central Core Area).

bad, 23.4% think it is good, 23.1% feel it is about average, and 3.9% express no opinion.

When the adequacy of taxicab telephone service was related to quadrant of the city, it was found that most people in the Northwest rate service as good, while respondents in the Northeast, Southeast, and Southwest indicate that service is bad. This finding tends to confirm the generally recognized notions about telephone service in the District of Columbia. In addition, the frequency of taxicab ridership, respondent age, educational level, and sex were not statistically related to perceived levels of the adequacy of taxicab telephone service.

h. Nearly three-quarters (74.3%) of the respondents feel that D.C. taxicab drivers know their way around the city well, while only 5.3% disagreed with this viewpoint. While respondent frequency of ridership, age, educational level, and sex were not statistically related to this result, respondents in the Northeast, Southwest, and Southeast tended to rate driver knowledge of the city lower than people in the Northwest.

i. When respondents were asked about shared riding, 59.5% thought that it was a good system of taxi ridership, while 28.2% thought it was bad, and 12.5% expressed no opinion. In general, respondents in all geographic quadrants of the city, age categories, educational levels, and male-female categories rated shared ridership as good. However, most respondents who ride in taxicabs less than once a month rate shared riding low in comparison to all other ridership categories. This finding reflects, perhaps, a lack of knowledge and experience with this system of ridership among the respondent group.

j. Respondents were asked two questions pertaining to their intended behavior if taxicab service in D.C. were improved. When asked if they would ride cabs more often if service were improved, 55.1% of respondents said yes, 35.8% said no, and 9.2% indicated no opinion. When analyzing this response pattern by frequency of taxicab ridership, it appears that respondents who ride cabs less than once a month or never would continue to not use taxicabs even if service were improved. This finding reflects, perhaps, this segment of the population's not relying on taxicab service as a major source of urban transportation -- preferring to use other private or public means of transportation.

When the probable relationship between increased service levels and increased ridership was analyzed by geographic quadrants in the city, it appears that people in Northwest, where service was rated generally good in previous findings, would not increase their ridership significantly if service were improved. However, there is some support for increased ridership in Northeast and Southeast if service were improved. In addition, it also appears that residents with at least some college (including non-high school and high school graduates) would increase their ridership if service were improved.

When respondents were asked if they would be willing to pay higher fares for improved taxicab service, 44.3% answered yes, 42.7% answered no, and 13.0% indicated no opinion. This result was not statistically related to frequency of ridership, geographic quadrants in the city, or the age level, educational level, or sex of the respondents.

In reviewing the results just presented, it should be noted that "intended behavior" questions are difficult to interpret. In essence, many empirical studies on a variety of subjects have shown that people do not, in fact, behave in the future as they intend (due to changing economic conditions, family composition, occupational patterns, etc.). As a result, these questions should be regarded as indicating potential general trends that might occur if increased taxicab service were developed in the District of Columbia.

k. A knowledge question about taxicab service was asked of all respondents. When respondents were asked if the District of Columbia has more taxicabs than most other major cities, 23.8% of the respondents said yes, 29.0% said no, and 6.2% said that D.C. has about as many cabs as most other major cities. In addition, 40.9% of the respondents expressed no opinion. When these results were analyzed by frequency of ridership, geographic quadrant, age, and sex of the respondent, no statistically significant relationships were found. However, people with more frequent ridership patterns tended to believe that D.C. has more taxicabs than most other cities, while less frequent riders tended to express no opinion. To the extent that perceived knowledge about the number of cabs in D.C. reflects perceived availability of taxicabs, these results indicate a general lack of knowledge about the cab system in D.C.

3.1.3 Perceptions of Taxicab Fare Levels in the District of Columbia (Telephone Sample)

Only 12.7% of the respondents felt that taxicab fares in the District of Columbia are higher than in most other major cities, while 33.0% felt fares were lower, and 21.0% felt fares were about the same as in other major cities. In addition, 33.3% of those responding did not express an opinion. In general, those respondents who ride taxicabs frequently felt that D.C. cab fares are, in fact, lower, while less frequent or infrequent riders thought they were higher or about the same as in most other major cities. This response pattern probably results from the greater knowledge about taxicab systems in other cities that frequent riders of taxicabs in D.C. have compared with infrequent riders.

In addition to these significant relationships, people in the Northwest and Southwest perceived taxicab fares to be lower than in other major cities, while residents of the Northeast and Southwest tended to think fares were about the same or higher than most other cities. People under 25 years felt that, in general, taxicab fares are higher in D.C. than in other major cities, while poeple in the 25 to 44 and 45 to 64 age categories felt that fares in D.C. are low. Respondents age 65 or older feel that taxicab fares in D.C. are about the same as in other cities. In general, lesser educated respondents feel that taxicab fares are higher in D.C., while more educated respondents indicated that they feel cab fares in D.C. are lower than in most other major cities. Also, in general, female respondents believe that fares are higher and male respondents indicated that D.C. cab fares are lower than in most other major cities.

In summary, significant subgroups among each of the socio-demographic variables just discussed perceive that taxicab fares in the District of Columbia are lower than in most other major cities.

3.1.4 Perceptions of the Method of Determining Taxicab Fares in the District of Columbia (Telephone Sample)

a. The issue of "method of fare determination" was another major aspect of the study effort. When respondents were asked if the zone system results in low cab fares for people in D.C., 48.9% said yes, 29.5% said no, and 25.1% expressed no opinion on the subject. In general, respondents who ride taxicabs once a week or more frequently tended to believe that the zone system resulted in low fares compared with less frequent riders. In addition, people in the Northwest quadrant of the city (compared with respondents in the Northeast, Southeast, or Southwest) recognized that the zone system has resulted in low fares for D.C. residents -- the latter group disagreeing with this viewpoint. Finally, female respondents tended to think that the zone system does not result in low fares, while male respondents felt that it does.

b. When asked if the sizes of taxicab zones are reasonable for all citizens of the District of Columbia, 43.9% of the respondents indicated yes, 23.3% said no, and 32.3% expressed no opinion. When this question was cross-tabulated by frequency of ridership, geographic quadrant of the city, and the age, education, and sex of the respondent, no statistically significant relationships were found.

c. While 18.9% of the respondents expressed no opinion, 48.3% of the sample indicated that the meter system is a satisfactory way to determine fares, while 32.8% of the respondents disagreed with this viewpoint. In general, respondents who ride taxicabs once a week or more frequently tended to think that the meter system is not a satisfactory way to determine fares, while less frequent riders judged the meter system favorably. Younger respondents (under 25 years old) believed that the meter system is not a satisfactory way to determine fares, while people in the 45 to 64 age category think that it is (respondents in the other two age categories did not express a statistically significant opinion). When analyzing the response pattern by educational level, respondents with a high school education or less tended to think that the meter system is not a satisfactory way to determine fares, while the more educated respondents did. Opinions about this aspect of the meter system were not statistically related to the geographic quadrants of the city or to the respondents' sex.

d. Most respondents (49.6%) believe that the taxicab meter system does not result in low fares in cities where it is used, 22.9% indicating it does result in low fares, and 27.5% expressing no opinion. Taxicab ridership, quadrant of the city, and age levels were statistically related to this overall response pattern. Generally, respondents who ride cabs once a week or more often said that the meter system results in high fares in cities where it is used, while all other ridership classes thought it resulted in low fares. Respondents in the Northwest and Southwest think that the meter system does not result in low fares, while residents of the Northeast and Southeast say that it does. Finally, while most respondents in the 45 to 64 age category believe that the meter system results in low fares where it is used, respondents in all other age categories disagreed with this viewpoint.

e. Finally, respondents were asked if they preferred the present system of zones in D.C. or a meter system. Overall, 46.1% prefer the present zone system, 3.9% prefer a changed zone system, 32.3% prefer a meter system, and 17.8% expressed no opinion. In specific terms, most respondents who ride taxicabs more than once a week or about once every two weeks prefer a system with changed geographic zones. Respondents who ride cabs about once a week prefer the present zone system, while respondents who ride taxicabs about once a month or less prefer the meter system. When age was analyzed with respect to this question, people in the 25 to 44 category favored a changed zone system, while all other age groups prefer the present zone system. Geographic quadrant of the city, and the educational level and sex of the respondent were not statistically related to findings on this question.

In summary, most respondents believe that the zone system has resulted in low taxicab fares for D.C. riders. In addition, the sizes and shapes of the present zone system were evaluated as fair and reasonable. However, the meter system was regarded by most respondents as a satisfactory way to determine taxicab fares although a meter system was perceived to result in high fares in cities where it is used. When asked, in general, if they prefer the present zone system or a meter system, most respondents prefer the zone system. This finding probably reflects a tendency among most respondents to trade off some quality of service for lower fares.

3.2 Results from the On-Site Distribution of Questionnaires

The second major data collection task in the study involved the use of a nonprobability sample of taxicab users. In summary, Table 4 gives the geographic sites and response rates characterizing this data collection effort. At each site, Westat field personnel distributed questionnaires to persons getting into and out of D.C. taxicabs.

Table 4. Geographic sites and response rates for the nonprobability sample

Geographic Site	Handed Out	Returned	Percent Returned
Union Station	530	174	32.8
16th and K Streets area	170	33	19.4
L'Enfant Plaza	195	74	38.0
Judiciary Square	5	0	0
Capitol Hill	400	147	36.8
Federal Triangle	6	2	33.3
National Airport	494	145	29.4
Total	1,800	575	

Note: Because relatively few riders were contacted at Judiciary Square and Federal Triangle, these two sites were excluded as handout locations after the first attempt.

The following socio-demographic characteristics describe the 575 persons completing these questionnaires.

1. D.C. residents account for 20.6% of this sample, 12.3% of those respondents are from suburban Maryland, 13.5% of the sample is from suburban Virginia, and 53.6% of those responding are from none of the preceding jurisdictions.

2. Most of the sample is comprised of male respondents (79.6%), while females account for 20.4% of the sample.

3. In terms of age, .9% of the sample is 18 years of age or less, 10.1% are between 19 and 24 years of age, 26.1% are between 25 and 34 years, 26.6% are from 35 to 44 years, 23.7% are from 45 to 54 years old, 12.0% are 55 to 64 years of age, and 2.6% of the sample is 65 years of age or older.

4. Many of the respondents in this sample (49.1%) hold advanced or professional degrees, and 33.4% are college graduates. In addition, 12.6% of this sample have some college, 4.2% are high school graduates, and .7% of those responding are non-high school graduates.

5. In terms of the extent of eaxicab ridership, 30.6% of those responding ride taxicabs more than once a week, 11.1% ride about once a week, and 7.7% ride about once every two weeks. Respondents who ride taxicabs about once a month account for 13.0% of the sample.

In general, this sample tended to include more highly educated persons and more men than the telephone survey sample. In addition, over half of those responding were from areas outside of the D.C. metropolitan area. Generally, the overall ridership characteristics and age levels of this respondent group are comparable to the D.C. telephone sample.

3.2.1 Perceptions of Taxicab Service in the District of Columbia (On-Site Sample)

a. When respondents were asked to compare the taxicab service in D.C. with other major cities, 45.0% of those responding said it was good, 40.0% said it was average, and 10.3% indicated that it was bad. It is significant to note that, while D.C. and suburban Virginia residents tended to rate service average and suburban Maryland residents rated it bad in comparison with other major cities, residents not living in any of these jurisdictions rates service good in a statistically significant fashion.

b. When these perceptions of taxicab service were analyzed by geographic location, service at National Airport was regarded as bad by respondents in this sample. In addition, service at Union Station, 16th and K Streets, Capitol Hill, and Federal Triangle was perceived to be good, and L'Enfant Plaza service was rated as average. In summary, the two findings just discussed tend to confirm generally published aspects of D.C. taxicab service with respect to National Airport and most downtown locations included in the sample.

c. When D.C. telephone-dispatched taxicab service was examined, 27.7% indicated it was good, 23.8% said it was bad, and 48.5% of those responding expressed no opinion. In general, residents from D.C. and suburban Maryland and Virginia tended to regard telephone service as bad and respondents not living in any of these jurisdictions rated D.C. telephone-dispatched service as good.

d. Most of the respondents (82.6%) thought that D.C. taxicab drivers know their way around the city well, with 8.0% disagreeing with this viewpoint and 9.4% not expressing an opinion. This finding was shared by all groups of respondents in the study -- including persons not living in the D.C. metropolitan area.

e. The subject of shared riding was examined in this questionnaire. Over half (56.5%) of the respondents feel that shared riding is a good system of taxi ridership, while 33.9% of those responding think it is bad, and 9.6% expressed no opinion. This response pattern was found among all respondent categories in the sample.

f. However, when shared riding was analyzed by geographic location within the city, it was judged bad at National Airport, Union Station, and 16th and K Streets, while good at L'Enfant Plaza, Capitol Hill, and the Federal Triangle.

3.2.2 Perceptions of Taxicab Fare Levels in the District of Columbia (On-Site Sample)

a. When respondents were asked about the cost of taking a taxicab in D.C., 56.9% of the respondents believe it is lower than in most other major cities, 28.5% said it is about the same, 5.7% said it was higher, and 8.9% expressed no opinion. In analyzing these results by place of residence, it was found that respondents from D.C. and suburban Maryland thought that D.C. cab service is less expensive than most other cities, while suburban Virginia respondents and all other respondents think cab service is more expensive than in other major cities.

b. Respondents at National Airport and L'Enfant Plaza generally regard the cost of taxicab service to be higher than in most other cities, while respondents at Union Station, Capitol Hill, and Federal Triangle thought service costs less, and persons responding at 16th and K Streets felt that D.C. taxicab fares were about the same as in other major cities.

3.2.3 Perceptions of the Method of Determining Taxicab Fares in the District of Columbia (On-Site Sample)

a. When the zone system of determining taxicab fares in the District of Columbia was examined, 66.3% of the respondents felt this system resulted in low fares, 14.4% disagreed with this viewpoint, and 19.3% expressed no opinion. This response pattern was not statistically related to place of residence or on-site location variables in the study.

b. Most respondents (54.1%) felt that the sizes and shapes of the D.C. zone system are reasonable for users of taxicabs, 12.5% disagreed with this viewpoint, and 33.4% expressed no opinion. As in the previous case, these opinions did not statistically vary by place of residence or on-site location of the questionnaire distribution.

c. Taxicab meters were viewed as a satisfactory way to determine fares by 59.1% of the respondents, while 27.7% felt that meters are not a good way to determine fares, and 13.2% expressed no opinion on the subject. These views were held by all respondent groups and location variables in the study.

d. Of those responding, however, 71.1% felt that taxicab meters do not result in low fares in cities where they are used, compared with 10.3% who felt meters do result in low fares in cities where they are used (18.6% of the sample did not express an opinion on the question). These findings were not statistically related to the respondents' place of residence. However, it was found that respondents at National Airport, 16th and K Streets, and L'Enfant Plaza tended to think that the meter system does result in low fares in cities where it is used, while respondents at Union Station, Capitol Hill, and Federal Triangle believed it does not result in low fares.

e. When given a choice between the zone and the meter system, 59.1% of the sample prefer the present zone system, 27.5% prefer the meter system, and 13.4% expressed no opinion. This viewpoint was held by all subgroups of respondents included in the sample.

3.3 Results from the Taxicab Driver Questionnaire

The third major data collection task in the study involved obtaining opinions about the taxicab system in the District of Columbia from a sample of D.C. taxicab drivers. To obtain this data, 449 self-administered questionnaires were completed by taxicab drivers during their licensing process at the Department of Motor Vehicles, Public Vehicles Division during late March and early April 1974.

The following findings describe the basic characteristics of this sample.

1. It was found that 33.1% of the drivers in the sample drive a taxicab less than 20 hours each week, 34.1% of the respondent drivers drive a cab from 20 to 34 hours each week, and 26.7% drive a cab 35 hours or more each week. In addition, 5.8% of the drivers in the sample reported that they do not drive any hours, and .4% of the respondents did not answer the question. Of those drivers operating a cab less than 35 hours each week, most have another job, while most full-time drivers (i.e., operating a taxicab at least 35 hours a week) do not hold other jobs -- in addition to driving a taxicab.

2. Nearly two-thirds (63.7%) of those drivers responding own their taxicabs, while 24.5% rent or lease their cabs, and 6.2% have some other arrangement (5.6% of the drivers in the sample did not answer this question). About one-fifth of the drivers (19.8%) are less than 34 years old, while 56.1% of the drivers are between 35 and 54 years old, and 25.8% are 55 years of age or older (2.2% of the sample did not respond to this question).

3. Most of the drivers (57.0%) in the sample have driven taxicabs in D.C. more than 10 years, while 21.6% have driven between 6 and 10 years, and 18.3% have driven a cab less than 5 years (3.1% of the drivers did not answer the question). Male drivers accounted for 93.8% of those responding to the question, while females represented 4.0% of the sample (2.2% did not answer the question).

4. In terms of educational level, 35.0% of the drivers are non-high school graduates, 29.8% are high school graduates, 21.8% have some college, 8.0% are college graduates, and 1.8% of the sample reported holding post-college or professional degrees (3.6% of the sample did not respond to the question).

3.3.1 Perceptions of Taxicab Service in the District of Columbia (Driver Sample)

a. Of the drivers responding to the questionnaire, 44.8% indicated that they believe taxicab service in D.C. is good, 38.5% think it is average, and 6.7% think it is worse than service in most other major cities (10.0% of the sample did not express an opinion on the subject). This general finding was not statistically related to any of the subgroups of drivers in the sample (i.e., length of service, age, and part-time/full-time driver categories).

b. When night-time taxicab service was examined, 46.3% of the drivers indicated that they drive at night, while 43.7% do not drive at night, and 10.0% expressed no opinion. Drivers driving less than 20 hours each week tend not to drive at night, while many full-time drivers offer night service. Drivers who have driven more than 10 years do not tend to drive at night, while drivers with less than 10 years on the job tend to offer night service. In summary, most night taxicab service being offered in the District of Columbia is provided by full-time drivers with less than 10 years' experience.

c. If night fares were higher than day-time fares, 49.7% of all drivers indicated they would be more willing to drive at night, compared with 25.4% who would continue to be unwilling to drive at night, while 24.9% expressed no opinion on the question. In analyzing these results by full-time and part-time drivers, those drivers who work less than 20 hours each week would not tend to increase their driving at night, while drivers working 20 hours or more each week would be more willing to drive at night. In general, drivers with more experience would not be willing to drive at night if fares were increased, while drivers with less than 10 years' experience would tend to continue driving at night if higher fares were offered. When asked how much higher fares should be at night to encourage more night driving in D.C., 31.9% of the drivers indicated a night driving increase of 10%, 22.2% felt a 15% increase would be acceptable, 12.1% indicated a 20% increase would encourage driving at night, while 12.5% felt a 25% increase would be satisfactory. These results were found in all driver subcategories. In summary, it appears that increased night fare levels would not encourage night driving by drivers currently operating a taxicab less than 20 hours each week. However, drivers operating a cab 20 to 34 hours or 35 hours each week indicated they would be more willing to drive at night if fares were higher. In addition, drivers with less than 10 years' experience would be more willing to drive at night for higher fares than drivers with 10 years of experience or more. Finally, it appears that most drivers believe a 10% to 15% increase in fares would tend to stimulate overall night service.

d. When asked about shared riding, 79.5% of the drivers felt it is a good or very good system of taxicab ridership, while 6.0% felt it is bad, and 14.5% expressed no opinion. In general, drivers working 20 hours or more each week think shared riding is better than drivers working less than 20 hours per week. Length of experience in driving a D.C. taxicab was not statistically related to the general response pattern in this question.

e. Many drivers (47.2%) felt that the District of Columbia does not have enough radio-dispatched taxicabs to meet the needs of D.C. citizens, while 25.6% of those responding disagreed with this viewpoint, and 27.2% expressed no opinion. Most full-time drivers indicated that telephone-dispatched service is adequate, while drivers operating a taxicab less than 35 hours each week viewed radio-dispatched taxicab service as inadequate. As in the previous case, length of driving experience was not statistically related to the overall response pattern on this question.

f. When asked if they have a two-way radio in their taxicabs, 70.4% of the drivers responding said no, while 22.5% said yes, and 7.1% of the drivers gave no answer to the question. Of those drivers with two-way radios in their taxicabs, 20.9% operate as a radio-dispatched taxicab 1 to 3 hours a day, 35.5% operate in this manner between 4 to 6 hours, and 33.8% operate more than 6 hours each day as a radio-dispatched taxicab (9.8% of the group did not respond to the question). Full-time drivers with two-way radios (working 35 hours or more each week as a taxicab driver) tend to operate more than 6 hours per day as a radio-dispatched cab, while those drivers with two-way radios working 20 to 34 hours each week tend to operate as a radio cab 4 to 6 hours per day. In addition, drivers with two-way radios working less than 20 hours each week tend to work 1 to 3 hours per day as a radio-dispatched taxicab. Length of driving experience in D.C. was not statistically related to frequency of radio-dispatched operation.

When respondents not operating as radio-dispatched cabs at the present were asked about the alternative call charges that would stimulate taxicab operation as a radio-dispatched cab, 10.1% of the drivers indicated .50¢, 22.8% said .75¢, 23.2% suggested $1.00, 1.6% indicated $1.25, and 4.1% said $1.50 or more (38.2% of the drivers did not respond to the question). While this result is not statistically related to full-time or part-time drivership, it was found that drivers with less than 5 years of experience tended to believe that a $1.25 call charge would stimulate their operating as a radio-dispatched cab, while drivers with 6 to 10 years thought a .75¢ charge would be sufficient. Finally, a .50¢ call charge was most preferred by drivers with 10 or more years' experience.

3.3.2 Perceptions of Taxicab Fare Levels in the District of Columbia (Driver Sample)

a. Most drivers (77.5%) felt that taxicab fares in D.C. are lower than in most other major cities, 1.3% said fares are higher, 12.0% said D.C. taxicab fares are about the same as in most other major cities, and 9.1% expressed no opinion. This finding was not statistically related to full-time or part-time status or length of driving experience.

b. Nearly three-fourths of the drivers (73.9%) felt that the present zone system results in low taxicab fares for riders of D.C. taxicabs, 9.6% disagreed with this viewpoint, and 16.5% expressed no opinion. While driving experience was not statistically related to this response pattern, drivers operating taxicabs less than 35 hours each week tended to think that the zone system does not result in low fares, while full-time drivers did.

c. When asked how their earnings compared with the earnings of taxicab drivers in other major cities, 45.7% of those responding answered that D.C. drivers' earnings are less, 3.3% answered earnings were higher than in other major cities, 15.1% felt driver earnings are about the same as in other major cities, and 35.9% expressed no opinion. This response pattern was not related to driving status or length of experience in driving a taxicab in D.C.

d. Over half of those drivers responding (58.6%) believe that a person can earn an adequate income by driving a taxicab in D.C. on a full-time basis, while 25.0% disagreed with this viewpoint, and 16.5% expressed no opinion. Drivers with 10 years of experience or more tended to reinforce the belief that an adequate income can be made by driving a D.C. taxicab full-time, while drivers with less than 5 years of experience disagreed. In addition, drivers with 6 to 10 years of experience expressed divided opinions on this question.

e. On a related question, 8.5% of those drivers responding felt that there are too many taxicabs in D.C., 13.6% said there were too few, and 37.2% indicated that there are about the right number of taxicabs in D.C. (40.8% of the drivers expressed no opinion on the question). When asked if they would be in favor of limiting the number of taxicabs in D.C. in the future (if present drivers were assured of keeping their PSC licenses), 31.9% said yes, 40.9% said no, and 23.2% expressed no opinion. In general, drivers with at least 6 years of experience favored a reduction of the number of taxicabs in D.C. under these conditions, while drivers with less than 6 years' experience did not.

3.3.3 Perceptions of the Method of Determining Taxicab Fares in the District of Columbia (Driver Sample)

a. When asked if the present system of zones is reasonable for most people riding in D.C. taxicabs, 48.1% answered yes, 40.1% answered no, and 11.8% gave no opinion. In general, however, drivers with less than 5 years' experience tended to think that the present system of zones is not reasonable for D.C. taxicab riders, while drivers with 5 years or more driving experience did.

b. Nearly two-thirds of the drivers (64.8%) felt that the present sizes of D.C. taxicab zones should be changed, 16.9% indicated that present zone areas should be maintained, and 31.0% gave no opinion. In summary, responses to the preceding question suggest that the sizes and shapes of the present zone system are reasonable for most people riding in D.C. taxicabs. However, on this question, most of the drivers asked believe that the present sizes of the zones should be changed. The explanation for this trend, it seems reasonable to conclude, comes from the belief among 73.9% of the driver sample that the present zone system results in low taxicab fares (this result was reported previously in the report).

c. Most respondents (53.2%) said that taxicab meters do not result in low fares in cities where they are required, 15.8% indicated that low fares were the result of a meter system, while 31.0% of the sample expressed no opinion on the subject. In essence, then, responses to this question appear to suggest that many drivers believe that higher fares are associated with the use of taxicab meters.

d. However, when asked if they would prefer to keep the present system of taxicab zones or would prefer that all D.C. cabs be required to have meters, 49.7% of the sample preferred the zone system, 32.5% preferred the meter system, and 17.8% expressed no opinion. When these results were analyzed by length of experience or part-time/full-time status, no statistically significant relationships were found. In summary, even though meter-determined fares were judged to result in higher fares in cities where they are used, most D.C. taxicab drivers do not prefer meters over the present system of zones in the District of Columbia.

e. When drivers were asked to evaluate a "floating zone system" (or a mileage rate zone system), 40.1% said it is a good system, 20.8% said it is a bad system, and 39.2% gave no opinion. In general, it appears that most drivers with knowledge of the system like this method of fare determination. However, many drivers were unable to express an opinion about this system -- perhaps suggesting a lack of knowledge about the specific features of the proposed plan. Of those drivers expressing an opinion about the floating zone, drivers with more than 10 years of experience were opposed to this system of fare determination, while drivers with 10 years or less experience tended to favor it.

3.4 Results from the Management Interviews

The management interviews are summarized in Appendix D of this report. The main findings of these interviews are that the industry does not favor the use of meters and it is against entry control. These findings are logical in that it is generally assumed that meters and entry control would raise taxi fares and thereby reduce the demand for taxi service. This would reduce employment in the industry and hurt business for the associations. The Taxicab Industry Group in particular felt that the demand for taxi service was very important.

The management interviews also revealed dissatisfaction with hack enforcement and a feeling that traffic conditions in D.C. could be improved. The association representatives also felt that radio service in Washington was good relative to what it is in other major cities and is improving. They felt that shared riding has improved service, especially during rush hours and to the problem areas of the city. Only a slight increase in taxi fares to cover higher gasoline costs is currently needed.

3.5 Results of the Comparable Cities Analysis

In order to avoid operating in a vacuum, taxicab regulations in several other major cities were researched and studied. The approach used involved two levels of analysis. First, a number of studies of taxicab regulations in other major cities were reviewed. These studies are listed in Appendix E of this report. Second, more in-depth study of the taxi industries and their regulations in Atlanta, Boston, Columbus, Dallas, and New Orleans were made. This section reports the results of this research.

All major cities in the U.S. except Washington, D.C. use taxi meters as a basis for fare determination. Current fare levels were impossible to obtain because of increasing gasoline prices and the general rise in prices. It does appear, however, that, after the flag drop, fares are at least .50¢ per mile in most cities. There also appear to be restricted entry policies in many cities, although only a few have frozen the number of taxi licenses.

Atlanta is an example of a city that utilizes taxicab meters but has free entry. There are about 1,900 cabs providing service. Drivers are either owners of their cabs or lease them from associations. Fares are currently .50¢ for the first one-fifth of a mile and .50¢ a mile for additional miles. The industry is currently trying to have this raised to .70¢ a mile. Service is considered to be good. Most cabs are radio-equipped but it is not known what percentage of the trips are radio-dispatched.

Boston has 1,575 taxis and ownership between fleets and independents in split. Fares are .50¢ for the first seventh of a mile and .70¢ per mile thereafter. This relatively high fare level has resulted in relatively low taxi ridership and a medallion price of $40,000. Service is generally good, but there are numerous examples of refusals to take passengers to certain parts of the city, including the airport.

Columbus, Ohio has 342 cabs that are owned by six companies; this figure is down slightly from 351 cabs in 1970. All taxis must be radio-equipped and most trips are radio-dispatched. Fares are .60¢ for the first sixth of a mile and .20¢ for each additional third of a mile. No information was obtained on medallion prices.

Dallas, Texas has 650 cabs, 440 in the Yellow Cab fleet and 210 independents. The number of licenses is increased each year, but not all qualified applicants may enter the industry right away. It costs about $3,000 to purchase an existing license and takes a year or two to be issued a new one by the city. Fares are .65¢ for the first fifth of a mile and .50¢ per mile thereafter. All cabs are radio-equipped and service is considered good.

New Orleans has 1,500 cabs that are split between fleets and independents. Cabs are radio-equipped and most trips are radio-dispatched. Licenses can be obtained from the city after a fairly lengthy waiting period or purchased from existing holders for about $3,000. Service is considered to be good.

The above review of fare levels, fare structures, and entry policy as well as the review of previous studies on taxicab service in other cities does not provide an adequate basis for comparing taxi service in Washington, D.C. with taxi service in other areas. The reason for this is that the adequacy of taxi service in other cities has never been researched on a systematic basis as was done in this study for Washington, D.C. Service being considered good in other cities probably means that there aren't very many complaints about it. Thus what is known about service in other cities at this time does not provide a satisfactory basis for determining if in fact there are significant service differences and then further attempting to relate service differences to fare determination and entry policies.

It does appear clear that Washington, D.C. is not the only city with some service problems. New York, Chicago, and Pittsburgh all have significant numbers of gypsy (unlicensed) taxi operators that provide service in the lower income areas. In these cities the existence of gypsy operations seems to be due to high medallion prices, an inadequate number of taxis due to entry controls, and a resulting unwillingness to serve lower income areas that is due to a combination of their relative unprofitability and high driver risk. This seems to be a rather strong indication that entry control and fleet ownership do not guarantee that poorer areas will be served well.

Apparently there are no empirical studies of the adequacy of taxicab service other than the one contained in this report. While the economic aspects of taxi service have been studied to a limited extent and ridership patterns have been examined in a number of cities, no research has been done that assesses customer satisfaction with taxi service. This is understandable as previous research has focused on the role of the taxicab in the urban transportation system. But the result of the unavailability of hard information on the adequacy of taxi service in other cities makes direct comparisons with Washington, D.C. impossible.

4. DISCUSSION AND INTERPRETATION OF THE THEORETICAL AND EMPIRICAL FINDINGS

This section of the report discusses and interprets the findings that have been reported in the study. It also presents a number of recommendations to the PSC. It is organized as follows. First, the findings on fare determination policy are analyzed. This is followed by a discussion of entry policy. Then certain other aspects of regulatory policy that do not relate directly to fare determination and entry policy are discussed; this includes the questions of shared riding, telephone service, and night service.

4.1 Fare Determination Policy

The PSC has four options available to it relative to fare determination policy. These options are:

1. To leave the existing fixed zone system unchanged.
2. To modify the existing fixed zone system so as to make the times required to pass through each zone more equal. This would probably result in changes in the long zones in the Northeast and Southeast.
3. To adopt a mileage rate zone system of the type suggested by Irving Schlaifer.
4. To adopt a fare determination system that uses taxicab meters.

The findings made in this study will now be analyzed as they relate to each of these options. For purposes of discussion, the findings are considered separately with respect to each of the alternatives.

4.1.1 Zone System Unchanged

There are a number of problems with the fixed zone system in Washington, D.C. Briefly they are:

1. Certain trips are very unattractive to drivers and others are unattractive to consumers.
2. Some customers do not know if they are being fairly charged under the system.
3. From a resource allocation viewpoint, there are some trips that customers do not take that they would take if the rates were cost-based, and certain others that would not be taken if rates were cost-based.

It should be noted that these problems are not among the major ones that concern the D.C. taxi industry. Major problems that are frequently blamed on the zone system but not necessarily related to it include the following:

1. poor service during the rush hours,
2. driver refusal to make certain trips,
3. poor radio-dispatched service,
4. poor service at night and on weekends,
5. poor service in the Northeast and Southeast, and
6. poor service at National Airport.

The above six problems will be analyzed in more detail later. They are mentioned here to make it clear in discussing fare determination systems that the problems of the D.C. taxi industry go far beyond a simple discussion of zones versus meters.

Regarding the theoretical aspects of the present zone system, it is clear that the zones do result in boundaries that drivers wish to cross and that customers do not wish to cross, and that it may be difficult to figure out what the fares will be for certain trips. But it is equally clear from the household, on-site, and driver surveys that consumers and drivers both prefer the zone system to meters or a changed zone system. This means that, while the above-mentioned problems exist, they are either not important enough to weigh against zones in favor of meters, or consumers and drivers have reasonably adapted to them.

The surveys also indicate that the residents of Washington, its suburbs, visitors, and drivers prefer the zone system over meters. This conclusion was especially true of households that use cabs at least once every two weeks. Interestingly enough, the only group that preferred meters were those who ride cabs once a month or less. The surveys provide very strong evidence that customers who ride cabs frequently and drivers strongly prefer the zone system as it currently exists.

Another strong conclusion reached from the survey is that residents, visitors, and drivers feel that the zone system has resulted in lower fares for Washington, D.C. They further believe that a meter system does not result in low fares. The exceptions to these opinions were held by those who ride taxis less than once a week and by residents that live in the Northeast and Southeast. If the opinions of the frequent users of taxicabs are weighted more heavily by the Commission than those of the occasional riders, the zone system should be continued, perhaps with some modifications.

It might be tempting to reason that the zone system should be replaced by a meter system because of the apparent preferences of D.C. residents living in the lower income quadrants of the city. A reasonable interpretation of why these residents seem to be against the zone system is that they feel taxi service in their areas is bad and associate the poor-quality service with the zone system. But, if other factors are causing the poor service in these areas, throwing out the zone system would not eliminate poor service and would probably result in higher fares.

The present zone system could easily be modified to provide better radio-dispatched and rush hour service. As will be discussed later in this section, the surcharge for radio-dispatched service could be increased. While this might discourage a few marginal riders, it would encourage more drivers to operate on a radio-dispatched basis. Rush hour service could be improved by offering drivers more incentives to operate during these periods through a rush hour surcharge or by making fares the higher of the present zone charge or a rate per minute. Costs go up during rush periods because of higher congestion levels that result in more time per trip; a time based rate that would be effective only during periods of actual congestion would make it more worthwhile for drivers to work during peak hours.

There are a number of other problems that were outlined at the beginning of this section which are frequently blamed on the zone system but not necessarily related to it. Driver refusals to make certain trips, whether for economic or safety reasons, will occur regardless of the fare determination system in the absence of adequate hack inspection. Poor service at National Airport is not a problem of the PSC as it involves interstate runs. Further, the fixed zone system does not apply to airport trips. Finally, night and weekend service will be discussed at the end of this part of the report.

Summing up on the present zone system, there are some theoretical arguments against it. As was stated previously, it encourages riders to take trips that minimize the number of zones traveled through while avoiding short trips that cross zone lines. Drivers on the other hand look for just the opposite kinds of trips. But residents who use taxi service, visitors, and drivers favor it, despite these shortcomings. In view of the strong support for a zone system, it would appear that the adoption of a meter system would be very questionable.

4.1.2 Modified Zone System

There is little evidence to support changes in the fixed zone arrangement as it now exists. In theory, the zones could be changed to reflect changed traffic conditions. The objective in making changes should be to make the cost of passing through each zone as equal as possible. The Taxicab Industry Group did point out that there are problem zones in the Northeast and Southeast that should be changed. If the fixed zone system is to remain, the Commission should be watchful for conditions that will change the costs of passing through the different zones.

D.C. residents in all ridership, living, and age categories felt that the sizes of the zones are reasonable for all residents of the District. This was also true of the riders sampled in the on-site survey. The drivers, however, expressed a very different opinion. Nearly two-thirds of the drivers surveyed felt that the present sizes of the zones should be changed. Unfortunately, the survey approach did not allow the drivers to state just how they felt the zones should be changed. In all probability, the drivers feel that smaller zones would increase their incomes. But the drivers also believe that the zone system is reasonable for D.C. residents and that an adequate living can be earned by driving a taxi full-time in the District.

The type of study that would be necessary to determine how zone boundaries might be changed is not easy to establish. Driver manifests could be examined to see where trips are being taken as a basis for assessing the extent to which problems exist with the present system. Just how accurate the manifests are is not known. Hack inspection is almost non-existent in the District and there are probably no incentives for drivers to keep accurate records. But with or without accurate trip records, a study of how fares under the zone system compare with the costs of the many hundreds of representative trips that could be taken should be made. This study would have to consider distances, traffic conditions, types of roads and streets, per mile operating costs, the likelihood of backhauls, and any other factors that would determine per trip costs. These factors would vary by time of day and revenues would depend on the number of passengers and the rate being utilized (group or shared).

The importance of good revenue and cost data on a trip basis with proper aggregation cannot be under-emphasized. This type of information will not only reveal the desirability of the current zone system in terms of its ability to follow costs but will also reveal the reasonableness of the fare level. In other words, it is important both in terms of a properly established revenue requirement and a good fare determination system.

Ideally the study would be done by having the PSC run a carefully-supervised taxi service of its own on an experimental basis. If honest drivers could be selected and paid on an hourly basis with the provision that they operate their PSC controlled cabs on a regular zone fare basis, turning in all revenues collected, including tips, the necessary revenue data could be generated. The cost data could be obtained by a careful recording of trip information to include time of day and time enroute for each trip, distance and route for each trip, time and mileage spent on empty hauls, and operating costs incurred. This kind of information would help the Commission greatly in its regulatory task and would of course be helpful no matter what scheme of fare determination were in use. To the extent that this type of study could not be done, lesser studies could also be done, but their information yield would not be as high.

4.1.3 Circular Zone System

In theory, the circular zone system (floating zone system) has more to offer than the fixed zone system because under it fares track costs more closely. No metering equipment is required and no boundary lines exist. At the same time, this is a largely untested system and riders could not be polled regarding it. The Washington, D.C. taxicab drivers have heard of this system because of Mr. Schlaifer's efforts and were surveyed concerning it.

Twice as many drivers feel that the circular zone system is a good system rather than a bad one of fare determination, while 40% expressed no opinion. Most drivers favoring the system have less than 10 years' experience. These drivers are less satisfied with the zone system and the income derived from driving a taxi and may feel that the circular zone system would increase their earnings.

The circular zone system could be set up in a manner that would be very compatible with the existing aspects of the fixed zone system that appear to be working well. Shared riding would be very compatible with the circular zone system, as each passenger could be charged a rate based on the airline distance he traveled from origin to destination. A surcharge for radio-dispatched service could easily be added. Finally, with single and group riding, a time based rate could be established that would prevail if the rate on a per minute traveled basis were higher than the distance fare; all this would require would be a clock on the dash. Schlaifer has suggested that a rate of 15¢ a minute be utilized for this purpose. One advantage of this type of modification is that it would encourage better service during peak hours. It should also be noted that this feature could easily be added to the present fixed zone system, as was previously pointed out.

If the Commission feels that the present fixed zone system should be changed, then the circular zone system should be put in its place. While there would be some costs involved in the learning of this system, it is easier to understand than the present system and would not involve the expense of meters. Further, in that D.C. residents associate meters with high taxi fares, it would hardly seem appropriate for the Commission to implement a system that the people do not want.

4.1.4 Meter System

The evidence obtained from the theoretical and empirical findings of this study weigh very heavily against the use of meters in the District of Columbia. Residents and drivers prefer the zone system and believe that it results in low taxi fares. Studies of comparable cities reveal that service problems exist when meters are used that may be greater than in Washington, D.C. The only groups favoring meters were the lower income residents who ride cabs infrequently. Unfortunately, these people probably do not realize that with meters come higher fares that are likely to price them right out of the market.

A meter system of fare determination by itself would not be likely to improve radio or night service. Drivers would still operate in a manner that would yield them the highest net income, given fares. If radio service is more costly and thus less attractive with a zone system, there is no logical reason to expect meters to change that condition, given the same fare level for both systems. The same holds true for night service. With either zones or meters night service is less profitable in most areas because of lower demand. Meters by themselves offer no more incentive to be available at night than the zone system. In both the radio and night service situations, what is needed are higher fares. This can be accomplished with either a meter system or a zone system.

The above discussion should not be taken to mean that taxi meters are not a feasible system of fare determination for Washington, D.C. They are very feasible, but not desirable. The average D.C. taxi rider probably has an income of less than $10,000 and is very interested in the lowest possible price. Residents clearly feel that meters will result in higher fares and the comparable cities analysis bears this out. Further, the problems that exist in the present system have not been shown to be related to the zone system of fare determination. It would hardly seem to be in the public interest,then, to adopt meters merely because they are a feasible method of fare determination.

4.2 Entry Policy

Entry policy is not an issue that can be analyzed by asking riders their opinions because most taxi users are not sufficiently familiar with the issue to understand alternative policy approaches and their effect on service and price. It was possible, however, to survey the drivers and the industry concerning their views and this was done. Information was also obtained through the study of various comparable cities.

In general, a free entry policy was found to be preferable to a restricted entry policy, for the following reasons:

1. In a free entry system, fares are likely to be lower than with restricted entry.
2. Ownership of taxis is more likely to be dispersed and independent businessmen are more likely to provide service than large companies with employee drivers.
3. Service is likely to be better under a free entry system than with restricted entry. These conclusions are more tentative than those on fare determination policy but are, nevertheless, strong enough for the Commission to base policy actions on.

4.2.1 Lower Fares

A fare comparison between D.C. taxi fares and those of other cities is hard to make because good data on revenues per passenger mile are unavailable. Several points are clear, however. First, none of the comparable cities studied had fares of less than .50¢ per mile after the flag drop, and none had a charge of less than .50¢ for the flag drop. The first mile rates in selected cities are as follows:

Atlanta	$ .90
Boston	1.10
Columbus	1.20
Dallas	1.05
New Orleans	.90
New York	1.00

The Atlanta rate is likely to go to $1.10 very soon and the New York rate has not been increased for several years. The

Washington, D.C. rate of .85¢ in a single zone, $1.25 between two zones, and .70¢ in a subzone of Zone 1 compares very favorably to the above one-mile rates. When the COG data on trip patterns become available, a better answer to this question can be obtained.

Second, the highest rate that can be paid between any two points in Washington, D.C. is $3.80 and the highest fare than can be paid from the downtown area is $2.55 (a five-zone trip). The increment of about .40¢ a zone compares very favorably to meter rates in other cities that are between .50¢ and .70¢ a mile.

Third, visitors (at locations other than L'Enfant Plaza) to Washington, D.C. think that taxi service is good and that fares are lower than or about the same as in other major cities. Since visitors probably have experience in taxi ridership in several cities, this is an important result.

4.2.2 Dispersal of Ownership

Ownership seems to be more widely dispersed with entry policies that are relatively free as compared with more restricted entry policies. When entry is restricted tightly as it is in Chicago, New York, and Boston, the only way a new driver can enter the industry with his own license (medallion) is to buy an existing one. Medallion prices were above $15,000 in Chicago in 1970 and are $40,000 in Boston. It is far easier for companies to buy medallions as they become available than for individuals because of the financing requirements.

In Atlanta, Dallas, and New Orleans where entry is relatively easy and medallion prices under $3,000, there are far more independents than in many other cities. In Atlanta, where entry has always been easy (no medallions), there are nearly 2,000 taxis that are driver-owned or leased through 60 associations.

Dallas has 210 independent cabs out of 650. In New Orleans, half of the 1,500 licenses are owned by independents. Thus there appears to be a relationship between the degree of entry control and operations that results in more fleet ownership with tighter entry control that is due to the high medallion prices, which in turn occur because of restricted entry.

4.2.3 Better Service

Taxi service appears to be good in the District of Columbia, with certain notable exceptions. Service is considered good by residents in the Northwest and by visitors. It is considered average in the downtown area and by residents in the Southwest. According to 1970 Census figures nearly 53% of the households in the District of Columbia are in Northwest, making the service there very important in terms of an overall assessment of D.C. taxi service. The opinions of the visitors are important as well, as they probably have a knowledge of taxi service in other cities. Their views should thus be weighted heavily in arriving at a judgement on the adequacy of taxi service in Washington. Service is considered poor by residents of the Northeast and Southeast. Most drivers think that service in D.C. is good (44.8%) or average (38.5%) relative to other cities in the U.S. This conclusion must be viewed with caution, however, as most drivers probably have little basis for comparing service in Washington, D.C. with that in other cities. Additionally, radio service is considered good in the Northwest and bad in other parts of the city.

Why is service quality an important dimension of entry policy? Under conditions of restricted entry, regulatory agencies can improve service in certain markets as a condition of the license to serve. By restricting entry and setting prices to achieve a fair overall rate of return, service requirements can be set down that result in all markets receiving minimum levels of service. Thus state commissions required railroads to continue unprofitable trains and telephone companies to provide service in rural areas at the same price as in urban areas. Trucking companies have been required to serve certain communities and to pick up small shipments. Thus, an apparent policy option for the PSC might be to restrict entry into the taxicab industry and franchise one or more large fleets set rates to allow a fair rate of return, and require taxicabs to provide good service in all areas of the city.

The problem with this approach is that it would not aid the residents in the Northeast and Southeast. This would happen because fares must be higher with fleet ownership and meters than they currently are. This would, in all probability, price the residents for whom these changes were being made right out of the market. It would also mean higher fares for those who currently think the service is good.

The poor service problem could probably be dealt with far better with a good hack enforcement bureau than with entry controls. (It should also be noted that good service standards will always require careful hack enforcement, no matter what the ownership pattern and entry policy.) Washington, D.C. has only three hack inspectors and it is well known that many drivers refuse to make certain runs. Service could probably be significantly improved if driver refusals were cracked down on.

Entry controls by themselves hold no promise of improving taxi service in Washington, D.C., but would in all likelihood result in higher fares. Given the good service in many parts of Washington and the improvements that could be made with better hack enforcement, entry controls would seem to be an unwise policy alternative.

4.3 Other Aspects of Regulatory Policy

There are other aspects of regulatory policy for the D.C.

taxi industry that are important to the PSC but that do not fall directly into the fare determination or entry policy categories. They are the pricing of multiple-passenger loads, telephone service, and night and weekend service. Each of these aspects of taxi regulation is discussed briefly below.

Shared riding seems to be a desirable approach to the transportation of multiple passengers. Residents, visitors, and drivers all favor it. Under this approach, a driver may transport several passengers that are not traveling together and charge each the full fare. It is most likely to result in multiple-passenger loads during rush periods, thus increasing the capacity of the transport network. While taxicab costs are not increased as a result of more riders, it appears that everyone is happy with the system and that it should be left as is.

Telephone service is poor in the Northeast and Southeast and good in the Northwest. Drivers indicated a willingness to operate as radio-dispatched cabs if fares for this service were increased. This seems reasonable as it costs a driver about $12 per week to operate as a radio cab and there is always a percentage of no shows that have to be dealt with. Increased fares would provide more drivers with an incentive to operate as radio cabs and would discourage customers from taking short trips that currently yield little revenue to drivers. It would seem reasonable to increase the charge for a radio-dispatched cab to $1.00 from the present .50¢ or to continue the .50¢ charge but require a minimum fare of a four-zone trip ($2.05). Price would appear to be the best tool available to the Commission for improving radio service.

Night service would probably be improved if radio service were upgraded and call boxes were made available in major locations. While many drivers indicated more of a willingness to drive at night for higher fares, this would unduly complicate the rate structure. It is hard to see why cabs would want to operate on a cruise basis even for higher fares at night. If radio service were improved and the residents knew it was good, there would be no problem with night service. This would apply to weekend service as well.

APPENDIX A

STUDY METHODOLOGY

The development of any study design involves a creative planning and decision process by the research team. In this respect, the research team attempts to develop the "best" possible design for a given study through reconciling (a) project objectives, (b) statistical analysis and data processing requirements, and (c) budgetary and temporal limitations. In sum, the research team must trade off among many possible alternative design variables to develop an appropriate survey methodology for a given study.

This section discusses the methodological approach and administrative procedures used to conduct this PSC study. In specific terms, the discussion is focused on the (a) questionnaire design processes, (b) sample design tasks, and (c) administrative procedures characterizing this study.

A. QUESTIONNAIRE DESIGN PROCESSES

The design of the data collection instruments for this PSC study represents a critical determinent of the ultimate success or failure of this empirical survey. As a result of the importance of this research task, the discussion here is divided into two parts. First, a general overview discussion of Dr. Olson's and Dr. Kuehl's approach to questionnaire design is presented. As such, this discussion highlights many of the general factors and considerations that were used in the development of the four PSC questionnaires used in this study. Second, a brief description of the specific features of each of the four PSC questionnaires is presented. In particular, this discussion focuses on the content features of each of the four instruments. During this part of the discussion, the reader may want to refer to the actual questionnaires, which are found in Appendix B of this report.

1. An Overview of Questionnaire Design

From an overview perspective, a survey questionnaire provides a means to link PSC study objectives with the data collection, analysis, and other technical aspects of conducting survey research. This perspective in questionnaire design is summarized in the flow chart shown as Figure A.1. Each of the major tasks designated in the diagram serves as a topic in the discussion that follows.

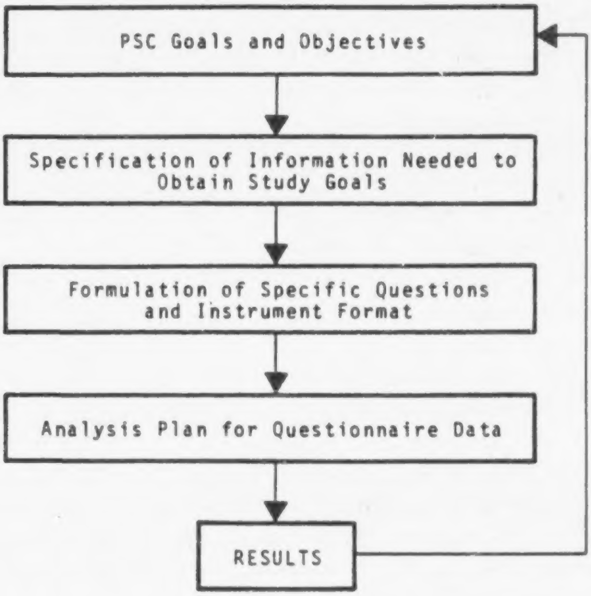
PSC Goals and Objectives
Specification of Information Needed to Obtain Study Goals
Formulation of Specific Questions and Instrument Format
Analysis Plan for Questionnaire Data
RESULTS

Figure A.1. The Olson-Kuehl approach to questionnaire design

a. PSC Goals and Objectives

The research team believes that the worth and value of this study must be measured by the perspectives it provides for decision-making administrators at PSC. As a result, the approach to questionnaire design used in this study commenced with an explicit articulation of PSC objectives from a decision-making perspective.

To achieve this understanding, Dr. Olson and Dr. Kuehl met with Mr. Deeny to:

- specify the PSC objectives for this study through expanding on information provided in the RFP letter;
- expressly link PSC objectives to the key decision-making information needs of its administrators;
- relate the objectives of this study to empirical projects undertaken by other D.C. area agencies to (1) minimize duplication and (2) maximize the use of relevant previous findings;
- begin to identify the types of statistical tables and interpretive analyses most appropriate for PSC policy-making purposes; and
- review available literature sources for insights into contemporary issues.

b. Specification of Information Needed to Obtain Study Goals

After becoming completely immersed in the topics described above, the decision-making goals and perspectives of the PSC were translated into "information objectives." In other words, PSC information needs were translated into precise statements of survey objectives from a questionnaire design and data analysis viewpoint.

Obviously, it was critical to ensure complete consistency between project goals and questionnaire design goals early in the study. As a result, during this step in the approach, "questionnaire objectives" were formulated in terms of:

- relevant attitudinal and psychological measurement tools that can be utilized in this study (Which data points should be measured using psychological scaling techniques?);
- appropriate measurement devices that explore the behavior of people (Where and how should behavioral data be obtained in the questionnaire?);
- approaches that measure people's awareness-changing factors (How should these data be obtained?);
- relevant socio-demographic variables to be included in the instrument (What demographics should be measured?); and
- the degree of utilization of unstructured/structured questions in the instrument (How do open-ended and close-ended questions relate to the budget, response rates, coding problems, and analyses?).

In summary, Dr. Olson and Dr. Kuehl expressed questionnaire design objectives that were directly related to PSC goals and objectives. In so doing, they articulated PSC perspectives in terms of applicable measurement and content requirements. During this phase of the questionnaire design, Dr. Olson and Dr. Kuehl worked with Mr. Deeny to specify these questionnaire design goals through frequent interaction and communication.

c. Formulation of Specific Questions and Instrument Format

The development of any survey research instrument forces the skilled researcher to consider many technical aspects of the art of questionnaire design. The following questions indicate some of these dimensions, which were considered in this PSC study:

- What balance should be achieved between closed- and open-ended questions in terms of (1) budgetary provisions, (2) coding problems, and (3) respondent burden?
- What attitudinal and behavioral scales should be used to measure the variables being studied?
- What demographic scales should be used?
- What are the implications of questionnaire formatting on (1) response rates, (2) fieldwork coding, and (3) keypunching procedures?
- What level of data measurement (nominal, ordinal, interval, or ratio) will be obtained in each question? How does this relate to the development of (1) statistical tables and (2) analyses?
- In terms of individual questions, is the wording (1) ambiguous, (2) unfamiliar to respondents, and (3) too complicated or lengthy (i.e., what is the level of "respondent burden")?
- What are the salient questionnaire design features that dictate special attention in fieldwork administration?

These questions indicate that questionnaire development is the key vehicle for linking management objectives and decision-making perspectives with all other steps in survey research management. This notion is summarized in Figure A.2. In other words, Dr. Olson and Dr. Kuehl simultaneously interrelated (1) management information needs and (2) all other functions in the survey research process for the successful completion of the project. This total management perspective in questionnaire design ensured that all facets of project activity were considered within appropriate (1) management, (2) budget, and (3) time constraints.

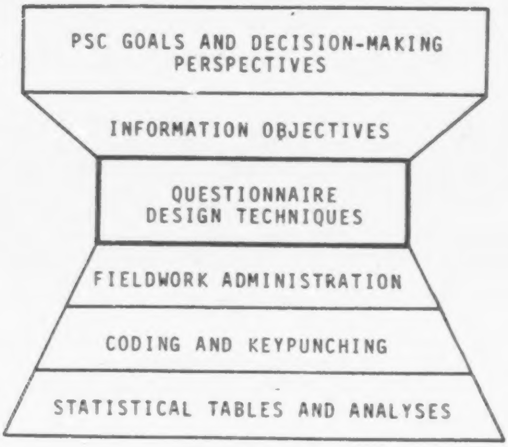
PSC GOALS AND DECISION-MAKING PERSPECTIVES
INFORMATION OBJECTIVES
QUESTIONNAIRE DESIGN TECHNIQUES
FIELDWORK ADMINISTRATION
CODING AND KEYPUNCHING
STATISTICAL TABLES AND ANALYSES

Figure A.2. Questionnaire development as the key vehicle in linking management objectives and the technical aspects of conducting survey research

The preceding design activities resulted in the development of draft versions of each of the questionnaires. These efforts were consequently reviewed by Mr. Deeny and revised by Dr. Olson and Dr. Kuehl during early March 1974.

The results of this questionnaire construction process resulted in the development of the four questionnaires found in Appendix B. A discussion of the unique characteristics of each of these instruments is presented in the following section.

2. The PSC Questionnaires

As stated in the introductory section of this Appendix, it was necessary to develop four different survey instruments for this study.

a. The Telephone Questionnaire

The telephone questionnaire was designed to obtain data on four basic dimensions of the taxicab industry in the District of Columbia. First, it was desirable to measure the frequency of taxicab ridership among the sample respondents. In addition, it was deemed useful to provide a means for the analysis of taxicab ridership and all other variables examined in the survey by the basic socio-demographic characteristics of the respondents. As a result, question 1 provides a four-part scale to measure ridership and questions 12, 13, 14, 15, and 16 measure ZIP Code location of respondents, location of respondents by quadrant of the city, age of respondents, education of respondents, and the interviewers' perceptions of the sex of the respondents, respectively. It should be noted that income level, occupational characteristics, and racial composition of the sample were not included because previous studies have shown these variables (1) are difficult to obtain in telephone interviews and (2) tend to increase nonresponse rates.

Since one of the major objectives of the study was to examine respondent perceptions of the adequacy of taxicab service in the District of Columbia, this topic was addressed from many different viewpoints. The following table summarizes the types of taxicab service related questions asked in this study.

Topic	Question
Service and number of taxicabs in D.C.	2
Service in respondent's part of the city	4a
Service on the weekends	4b
Service during rush-hour periods	4c
Service at night	4d
Service in the downtown area	4e
Telephone service	8
Driver's knowledge of the city	9
Service through shared riding	10
Relationship between improved service and increased taxicab ridership and increased fare levels	11

Perceptions of the cost of D.C. taxicab service were obtained in question 5. The fourth major topic addressed in the study concerned perceptions of the method of fare determination in the District of Columbia. As a result, questions 5, 6, and 7 examined respondent perceptions of the zone and meter systems for determining taxicab fares.

b. The On-Site/Self-Administered Questionnaire

In general, the on-site questionnaire addressed the same four topics as the telephone questionnaire, but not in such detailed fashion. The following table summarizes the content of this questionnaire by topic.

Topic	Question
1. Frequency of ridership and socio-economic characteristics of the sample	1,2,11,12,13
2. Perceptions of taxicab service levels in the District of Columbia (general, telephone, driver knowledge, and shared riding)	4,8,9,10
3. Perceptions of fare levels (high or low)	3
4. Method of fare determination (zone and meter systems)	5,6,7

c. The Taxicab Driver Questionnaire

The following table summarizes the content of the taxicab driver questionnaire.

Topic	Question
1. Socio-demographic data and other occupational data	1,2,3,21, 22,23,24
2. Perceptions of taxicab service in the District of Columbia (general, night, shared riding, radio)	6,12,13, 14,16,17
3. Perceptions of fare levels of taxicab service in D.C.	7,8,19,20
4. Perceptions of structure of the D.C. taxicab industry	4,18
5. Perceptions of method of fare determination (zone, meter, floating zone systems)	5,9,10,11, 15

d. The Management Interview Questionnaire

A semi-structured questionnaire for the management interviews was designed for this study. As such, this form presented a detailed but flexible format for conducting the one- to four-hour interviews obtained during this part of the study. The following table summarizes the content of these questions.

Topic	Questions
1. The zone system	Section I (6 questions)
2. The meter system	Section II (4 questions)
3. Entry policies	Section III (5 questions)
4. Fare levels	Section IV (5 questions)
5. Organizational structure	Section V (4 questions)

e. The Comparable Cities Analysis

While no specific questionnaire form for this facet of data collection was developed, the general scope and thrust of the information generated in this function closely resembled the content of the management questionnaire form.

In summary, the three questionnaires in Appendix B were developed in accordance with widely accepted questionnaire construction practice. In developing these instruments, Dr. Olson and Dr. Kuehl:

- used accepted and recognized format, layout, scaling, and wording techniques;
- attempted to minimize potential sources of respondent burden, error, and bias;
- attempted to maximize coding and keypunching efficiency from a data analysis perspective; and
- attempted to measure -- in a reliable and valid manner -- respondent opinions and attitudes on the major issues in the taxicab industry at the present time.

B. SAMPLE DESIGN PROCESSES

1. The Telephone Sample

The sample frame for the District of Columbia taxicab study telephone survey was the D.C. residences listed in the District of Columbia section of the Washington Metropolitan Area Telephone Directory, 1973-74.

Westat, Inc., the subcontractor for the sample design task, estimated that there are 267,771 telephone numbers in the D.C. section. Of these, an estimated 153,317 numbers are for D.C. residences and the remainder, 114,454 numbers, are for businesses, out-of-D.C. residences, second telephones at D.C. residences, nonworking numbers, and disconnected numbers.

Westat initially drew a sample of 2,384 telephone numbers by selecting the fifth listing from the top in each column on each page of the D.C. section. Of these, 806 were immediately deleted because they were (1) a business, (2) an out-of-D.C. residence, or (3) a duplicate listing of one of the first four listings in the column. None of the remaining 1,578 numbers appeared to be businesses from the type of listing in the telephone book; however, 62 were found to be businesses when called. Also, 151 turned out to be nonworking or disconnected numbers. This left 1,365 telephone numbers, from which we interviewed 948 households (70.3 percent). The remainder of 417 numbers included 100 numbers that were busy or not answered on our original call and on each of our three callbacks (the callbacks were made at different times of the day and on different days of the week). The other 317 households who answered one of the calls refused to be interviewed. While some of the refusals were because the person was busy (e.g., watching TV, putting kids to bed, making dinner), many were because the person never took cabs, had no opinions on taxicabs, and therefore did not want to be interviewed.

In summary, Westat estimates that sample results represent 107,603 District of Columbia households. The interviews were conducted during the period of March 19 to April 1, 1974.

This telephone sample plan is summarized in the following table:

Description of Telephone Numbers		Number of Telephone Numbers
Fifth number from the top of each column of each page		2,384
Less: Deletions for businesses, out-of-D.C. residences, duplicate listings		806
Telephone numbers tried on first attempt		1,578
Less: Business telephones	62	
Nonworking or disconnected	151	213
Apparent household listings		1,365
Less: No answer/busy on all attempts	100	
Refusals	317	417
Completed interviews		948

2. The On-Site Sample

A total of 1,800 questionnaires were handed out at seven locations during the period of March 21-28, 1974. The questionnaires were given to persons getting into and out of D.C. taxicabs. Because relatively few riders were contacted at Judiciary Square and Federal Triangle, these areas were dropped as handout locations after the first attempts.

The 575 returns by April 9th were distributed around the city as follows:

Location	Number of Questionnaires	
	Handed Out	Returned
Union Station	530	174
16th and K Streets Area	170	33
L'Enfant Plaza	195	74
Judiciary Square	5	0
Capitol Hill	400	147
Federal Triangle	6	2
National Airport	494	145
Total	1,800	575

3. The Cab Driver Sample

Through the cooperation of Mr. Morgan and Mr. Archer of the District of Columbia Department of Motor Vehicles, Public Vehicle Division, it was possible to obtain 449 completed questionnaires from D.C. taxicab drivers during late March and early April 1974. While this sample is nonprobabilistic in nature, the returns from these respondents appear to agree with recognized characteristics of all D.C. taxicab drivers.

4. The Management Interview Sample

Dr. Olson and Dr. Kuehl completed in-depth management interviews with the following individuals and groups:

- Daniel Smith (American Fleet Service),
- Jerry Jewel (Diamond),
- Irving Schlaifer (Taxicab Consultant), and
- Taxicab Industry Group (William Wright, President).

5. The Comparable Cities Analysis

In addition to obtaining a computerized literature search from the Department of Transportation regarding taxicab systems and policies in other major cities. Dr. Olson and Dr. Kuehl collected primary research data on the taxicab policies in the following cities:

- Atlanta, Georgia;
- Boston, Massachusetts;
- Columbus, Ohio;
- Dallas, Texas; and
- New Orleans, Louisiana.

C. ADMINISTRATIVE PROCEDURES

The following table summarizes the major tasks in this PSC study analyzed by functional responsibility and date of performance.

Task	Performance	Dates
1. Sample design	Westat, Inc.	March 6 to March 13
2. Questionnaire design	Olson-Kuehl	March 6 to March 15
3. Data collection		
a. Telephone	Westat, Inc.	March 18 to April 3
b. On-site	Westat, Inc.	March 18 to April 5
c. Management	Olson-Kuehl	March 25 to April 12
d. Comparable cities	Olson-Kuehl	March 25 to April 17
4. Data coding, keypunching, processing	Westat, Inc.	March 20 to April 10
5. Data analysis	Olson-Kuehl	April 10 to April 19
6. Final report preparation	Olson-Kuehl	April 19 to April 25

APPENDIX B

- THE TELEPHONE QUESTIONNAIRE
- THE ON-SITE QUESTIONNAIRE
- THE TAXICAB DRIVER QUESTIONNAIRE

GOVERNMENT OF THE DISTRICT OF COLUMBIA

A. IDENTIFICATION NUMBER	B. TELEPHONE NUMBER
____	___-____

INTRODUCTION

Good (evening, afternoon). I am calling for the Government of the District of Columbia to obtain opinions from District residents about the taxicab system in D.C.

READ QUESTIONS -- TO DETERMINE HEAD OF HOUSEHOLD OR ANOTHER ELIGIBLE RESPONDENT (AGE 18 OR OLDER)

		Yes	No
1.	Are you the head of your household? *(If "Yes" -- begin interview, if "No" -- ask next question)*	1	2
2.	Is the head of your household at home? *(If "Yes" -- ask to speak to head of household and reread introduction, if "No" -- ask next question)*	1	2
3.	Are you 18 years old or older? *(If "Yes" -- begin interview, if "No" -- ask next question)*	1	2
4.	Is anyone home who is age 18 or older? *(If "Yes" -- ask to speak to this person and reread introduction, if "No" -- say "Thank You" and end interview)*	1	2

DO NOT KEYPUNCH

1. How often do you ride in a taxicab in the District of Columbia? Do you take a cab *(read FIRST FOUR answers if necessary; STOP after a "Yes" answer is obtained)*

	Yes
a. More than once a week?	1
b. About once a week?	2
c. About once every two weeks?	3
d. About once a month?	4
e. Less than once a month?	5

2. Do you think that the District of Columbia has more taxicabs than most other major cities?

Yes, more cabs than most major cities	1
No, fewer cabs than most major cities	2
About as many cabs as most major cities	3
No opinion/don't know	8

3. In your opinion, is the cost of taking a taxicab in D.C. higher, lower, or about the same as in other major cities?

Higher	1
Lower	2
About the same	3
No opinion/don't know	8

9. Do you think that D.C. taxicab drivers know their way around the city well?

Yes, most know the city well	1
No, most do not know the city well	2
Some do and some don't (about half)	3
No opinion/don't know	8

10. Recently, "shared riding" has been permitted in D.C. "Shared riding" means that a taxicab carries two or more people, who may be strangers, and each person is charged full fare to his destination.

➡ Is "shared riding" a good or bad system of taxi ridership?

Good	1
Bad	2
No opinion/don't know	8

11. If taxicab service in D.C. were improved, would you *(read all answers)*

	Yes	No	No Opinion/ Don't Know
a. Ride cabs more often?	1	2	8
b. Be willing to pay higher fares for the improved service?	1	2	8

> *READ:* The following questions are for statistical tabulation purposes only.

12. What is your postal service ZIP Code number?

2 0 0 __ __
WRITE IN

— —

Don't know	88

13. Do you live in Northeast, Northwest, Southeast, or Southwest?

Northeast	1
Northwest	2
Southeast	3
Southwest	4
Don't know	8

14. What is your present age? *(Read all categories)*

Under 25	1
25 to 44	2
45 to 64	3
65 and older	4
Don't know/no answer	8

GOVERNMENT OF THE DISTRICT OF COLUMBIA

PUBLIC SERVICE COMMISSION

TAXICAB STUDY

By completing this questionnaire you will be helping the D.C. Public Service Commission do a better job of providing satisfactory TAXICAB SERVICE to area residents and visitors.

Please help the Commission by:

- ANSWERING EACH OF THE QUESTIONS IN THIS SURVEY BY PLACING A CHECK ☑ IN THE APPROPRIATE BOX.
- RETURNING THIS QUESTIONNAIRE PROMPTLY -- NO POSTAGE IS REQUIRED.

All answers are confidential and your response will be used for statistical tabulation purposes only.

YOUR RESPONSE IS VERY IMPORTANT.

PLEASE ANSWER EVERY QUESTION.

THANK YOU!

GOVERNMENT OF THE DISTRICT OF COLUMBIA

PUBLIC SERVICE COMMISSION

> The Public Service Commission is taking a survey among D.C. taxicab drivers. Please help the Commission by ANSWERING EVERY QUESTION by checking ☑ the appropriate box.
>
> All answers are STRICTLY CONFIDENTIAL and will be used only for statistical tabulation purposes. In addition, this survey is COMPLETELY ANONYMOUS -- your name is not to appear on the questionnaire.
>
> THANK YOU VERY MUCH

1. How many hours do you drive a taxicab each week?

Under 20 hours .... ☐ - 1
20 to 34 hours .... ☐ - 2
35 hours or more .... ☐ - 3

2. Do you have another job -- in addition to driving a taxicab?

Yes .... ☐ - 1
No .... ☐ - 2

3. Do you:

Rent or lease your cab? .... ☐ - 1
Own your cab? .... ☐ - 2
Some other arrangement .... ☐ - 3

4. In D.C., do you think there are:

Too many taxicabs? .... ☐ - 1
Not enough taxicabs? .... ☐ - 2
About the right number of taxicabs? .... ☐ - 3
No opinion .... ☐ - 8

5. Do you think the present system of zones is reasonable for most people riding D.C. taxicabs?

Yes .... ☐ - 1
No .... ☐ - 2
No opinion ...... ☐ - 8

6. Compared with other major cities, is taxicab service in D.C. GOOD, BAD, or ABOUT AVERAGE?

Good .... ☐ - 1
Bad .... ☐ - 2
About average ... ☐ - 3
No opinion ...... ☐ - 8

7. In your opinion, are taxicab fares in D.C. HIGHER, LOWER, or ABOUT THE SAME as in other major cities?

Higher .... ☐ - 1
Lower .... ☐ - 2
About the same .. ☐ - 3
No opinion ...... ☐ - 8

15. Some people have proposed a "floating zone system" (or mileage rate zone system) for D.C. Do you think such a plan is:

Very good? ...... ☐ - 1
Good? .... ☐ - 2
Bad? .... ☐ - 3
Very bad? ...... ☐ - 4
No opinion ..... ☐ - 8

16. Do you think that D.C. has enough radio-dispatched cabs to meet the needs of people in D.C.?

Yes .... ☐ - 1
No .... ☐ - 2
No opinion ..... ☐ - 8

17. Do you have a radio in your taxicab?

1 - ☐ Yes

How many hours per day do you operate as a radio-dispatched taxicab?

1 to 3 hours .... ☐ - 1
4 to 6 hours .... ☐ - 2
More than 6 hours ..... ☐ - 3

2 - ☐ No

Would you consider operating as a radio-dispatched cab if fares were:

.50¢ .... ☐ - 1
.75¢ .... ☐ - 2
$1.00 .... ☐ - 3
$1.25 .... ☐ - 4
$1.50 or more ...... ☐ - 5

18. If you were assured of keeping your PSC license, would you be in favor of limiting the number of licensed taxicab drivers in D.C. in the future?

Definitely yes .... ☐ - 1
Yes .... ☐ - 2
No .... ☐ - 3
Definitely no .... ☐ - 4
No opinion .... ☐ - 8

19. How do your earnings compare with cab drivers in other major cities?

More .... ☐ - 1
Less .... ☐ - 2
About the same .... ☐ - 3
No opinion .... ☐ - 8

20. Can a person earn an adequate income by driving a taxicab in D.C. full time?

Definitely yes .... ☐ - 1
Yes .... ☐ - 2
No .... ☐ - 3
Definitely no .... ☐ - 4
No opinion .... ☐ - 8

APPENDIX C

STRAIGHT TABULATIONS:

- The Telephone Questionnaire
- The On-Site Questionnaire
- The Taxicab Driver Questionnaire

STRAIGHT TABULATIONS

A. THE TELEPHONE QUESTIONNAIRE

1. How often do you ride in a taxicab in the District of Columbia? Do you take a cab:

a. More than once a week?	26.4%
b. About once a week?	9.6
c. About once every two weeks?	8.0
d. About once a month?	13.2
e. Less than once a month or never?	42.7

2. Do you think that the District of Columbia has more taxicabs than most other major cities?

Yes, more cabs than most major cities	23.8%
No, fewer cabs than most major cities	29.0
About as many cabs as most major cities	6.2
No opinion/don't know	40.9

3. In your opinion, is the cost of taking a taxicab in D.C. higher, lower, or about the same as in other major cities?

Higher	12.7%
Lower	33.0
About the same	21.0
No opinion/don't know	33.3

4. Some people think that taxicab service in D.C. is good, other people say it is bad or average. Do you think that cab service is good, bad, or average

	Good	Bad	Average	No Opinion/ Don't Know
a. In your part of the city?	29.2	30.8	32.0	8.0
b. On the weekends?	14.2	37.0	18.5	30.3
c. During the rush-hour periods?	12.3	46.8	15.4	25.4
d. At night?	12.3	38.2	17.4	32.1
e. In the downtown area?	27.6	25.7	21.7	24.9

5. As you may know, D.C. cab fares are based on geographic zones in the city -- the amount of a person's fare reflecting the number of different zones the cab travels through.

Do you think the zone system results in low cab fares for people in D.C.?

Yes	48.9%
No	25.9
No opinion/don't know	25.1

Are the sizes of taxicab zones reasonable for all citizens of the District of Columbia?

Yes	43.9%
No	23.8
No opinion/don't know	32.3

6. Other cities require meters in all taxicabs -- a person's fare then reflects the actual distance a cab travels and not the number of zones traveled through.

Is the taxicab meter system a satisfactory way to determine fares?

Yes	48.3
No	32.8
No opinion/don't know	18.9

Do you think that taxicab meters result in low fares in cities where they are required?

Yes	22.9%
No	49.6
No opinion/don't know	27.5

7. Do you prefer the present system of taxicab zones in D.C. or would you prefer that all D.C. cabs have meters?

Present zone system	46.1%
Changed or modified zone system	3.9
Meter system	32.2
No opinion/don't know	17.8

8. Have you ever tried to get a D.C. taxicab by telephone?

Yes	83.1%
No	13.4
Don't know	3.5

Do you think that telephone-dispatched taxicab service in your area of the city is good, bad, or about average?

Good	23.4%
Bad	34.7
About average	23.1
No opinion/don't know	3.7

9. Do you think that D.C. taxicab drivers know their way around the city well?

Yes, most know the city well	74.3%
No, most do not know the city well	5.3
Some do and some don't (about half)	15.6
No opinion/don't know	4.9

10. Recently, "shared riding" has been permitted in D.C. "Shared riding" means that a taxicab carries two or more people, who may be strangers, and each person is charged full fare to his destination.

Is "shared riding" a good or bad system of taxi ridership?

Good	59.5%
Bad	28.2
No opinion/don't know	12.3

11. If taxicab service in D.C. were improved, would you:

	Yes	No	No Opinion/ Don't Know
a. Ride cabs more often?	55.1	35.8	9.2
b. Be willing to pay higher fares for the improved service?	44.3	42.7	13.0

12. What is your postal service ZIP Code number?

200 01 - 4.4%
02 - 7.6
03 - 4.2
05 - 1.7
06 - .9
07 - 8.6
08 - 8.2

200 09 - 8.1%
10 - 3.8
11 - 9.7
12 - 2.6
15 - 4.2
16 - 7.4
17 - 2.2

200 18 - 1.8%
19 - 7.0
20 - 7.1
24 - 2.5
32 - 3.3
36 - 1.6
37 - 3.0

13. Do you live in Northeast, Northwest, Southeast, or Southwest?

Northeast	16.7%
Northwest	62.8
Southeast	17.8
Southwest	2.7

14. What is your present age?

Under 25	13.2
25 to 44	39.2
45 to 64	30.7
65 and older	13.2
Don't know/no answer	3.7

15. What is the highest grade in school you completed?

Non-high school graduate	15.5%
High school graduate	23.1
Some college (or technical or business school graduate)	18.0
College graduate	22.4
Post-college graduate or professional degree	15.3
Don't know/no answer	5.7

16. Sex of respondent appeared to be:

Male	34.8%
Female	64.1
Don't know	1.1

B. THE SELF-ADMINISTERED QUESTIONNAIRE, DISTRIBUTED AT SELECTED GEOGRAPHIC LOCATIONS IN THE DISTRICT OF COLUMBIA

1. Are you a:

D.C. resident?	20.3%
Suburban Maryland resident?	12.2
Suburban Virginia resident?	13.4
None of the above	53.9
No answer	.2

2. About how often do you ride in a D.C. taxicab?

More than once a week	30.6%
About once a week	11.1
About once every two weeks	7.7
About once a month	13.0
Less than once a month	28.7
This is the first time	8.0
No answer	.9

3. In your opinion, is the cost of taking a taxicab in D.C. higher, lower, or about the same as in other major cities?

Higher	5.7%
Lower	56.9
About the same	28.5
No opinion	8.9

4. Compared with other major cities, is taxicab service in D.C. good, bad, or about average?

Good	45.0%
Bad	10.3
Average	40.0
No opinion	4.7

5. As you may know, D.C. cab fares are based on a system of geographic zones in the city -- the amount of a person's fare reflecting the number of zones the taxicab travels through.

Do you think the zone system results in low fares for users of D.C. taxicabs?

Yes	66.3%
No	14.4
No opinion	19.3

Are the sizes and shapes of taxicab zones reasonable for users of D.C. taxicabs?

Yes	54.1%
No	12.5
No opinion	33.4

6. Other cities require meters in all taxicabs -- a person's fare then reflects the actual distance a cab travels and not the number of zones traveled through.

Is the taxicab meter a satisfactory way to determine taxicab fares?

Yes	59.1%
No	27.7
No opinion	13.2

Do you think that taxicab meters result in low fares in cities where they are required?

Yes	10.3%
No	71.1
No opinion	18.6

7. Do you prefer the present system of taxicab zones in D.C. or would you prefer that all D.C. cabs have meters?

Zone system	59.1%
Meter system	27.5
No opinion	13.4

8. Do you think that telephone-dispatched taxicab service in D.C. is good or bad?

Good	27.7%
Bad	23.8
No opinion	48.5

9. Do you think that D.C. taxicab drivers know their way around the city well?

Yes	82.6%
No	8.0
No opinion	9.4

10. Recently, "shared riding" has been permitted in D.C. "Shared riding" means that a taxicab carries two or more people, who may be strangers, and each person is charged full fare to his destination.

Is "shared riding" a good or bad system of taxi ridership?

Good	56.5%
Bad	33.9
No opinion/don't know	9.6

11. Are you:

Male	79.8%
Female	20.0
No answer	.2

12. What is your present age?

18 years or less	.9%
19 to 24 years	10.1
25 to 34 years	26.1
35 to 44 years	24.5
45 to 54 years	23.8
55 to 64 years	12.0
65 or older	2.6

13. What is the highest grade in school you have completed?

Non-high school graduate	.7%
High school graduate	4.2
Some college (or technical school graduate)	12.5
College graduate	33.2
Advanced or professional degree	49.0
No answer	.3

C. THE TAXICAB DRIVER QUESTIONNAIRE

1. How many hours do you drive a taxicab each week?

None	5.8%
Under 20 hours	33.0
20 to 34 hours	34.1
35 hours or more	26.7
No answer	.4

2. Do you have another job -- in addition to driving a taxicab?

Yes	53.2%
No	45.7
No answer	1.1

3. Do you:

Rent or lease your cab?	24.5%
Own your cab?	63.7
Some other arrangement	6.2
No answer	5.6

4. In D.C., do you think there are:

Too many taxicabs?	8.5%
Not enough taxicabs?	13.6
About the right number of taxicabs?	37.2
No opinion	40.8

5. Do you think the present system of zones is reasonable for most people riding D.C. taxicabs?

Yes	48.1%
No	40.1
No opinion	11.8

6. Compared with other major cities, is taxicab service in D.C. good, bad, or about average?

Good	44.8%
Bad	6.7
About average	38.5
No opinion	10.0

7. In your opinion, are taxicab fares in D.C. higher, lower, or about the same as in other major cities?

Higher	1.3%
Lower	77.5
About the same	12.0
No opinion	9.1

8. Do you think the present zone system results in low taxicab fares for riders of D.C. cabs?

Yes	73.9%
No	9.6
No opinion	16.5

9. Should the present sizes of taxicab zones be:

Changed?	64.8%
Kept the same way?	16.9
No opinion	18.3

10. Do you think that taxicab meters result in low fares in cities where they are required?

Yes	15.8%
No	53.2
No opinion	31.0

11. Would you prefer to keep the present system of taxicab zones or would you prefer that all D.C. cabs be required to have meters?

Zone system	49.7%
Meter system	32.5
No opinion	17.8

12. Do you drive your taxicab at night?

Yes	46.3%
No	43.7
No opinion	10.0

13. Would you be more willing to drive at night if night-time fares were higher than day-time fares?

Yes	49.7%
No	25.4
No opinion	24.9

How much higher should fares be to encourage more night driving in D.C.?

5%	4.8%
10%	31.9
15%	20.2
20%	12.1
25%	12.5
30%	4.0
More than 30%	9.1
No answer	5.4

14. Do riders of D.C. taxicabs think the system of "shared cabs" is:

A very good system?	43.4
A good system?	36.1
A bad system?	5.1
A very bad system?	.9
No opinion	14.5

15. Some people have proposed a "floating zone system" (or mileage rate zone system) for D.C. Do you think such a plan is:

Very good?	15.8%
Good?	24.3
Bad?	16.3
Very bad?	4.5
No opinion	39.2

16. Do you think that D.C. has enough radio-dispatched cabs to meet the needs of people in D.C.?

Yes	25.6%
No	47.2
No opinion	27.2

17. Do you have a two-way radio in your taxicab?

Yes	22.5%

How many hours per day to you operate as a radio-dispatched taxicab?

1 to 3 hours	20.9%
4 to 6 hours	35.5
More than 6 hours	33.8
No answer	9.8

No	70.4%

Would you consider operating as a radio-dispatched cab if the call charge were:

.50¢	10.1%
.75¢	22.8
$1.00	23.2
$1.25	1.6
$1.50 or more	4.1
No answer/don't know	38.2

No answer	7.1%

18. If you were assured of keeping your PSC license, would you be in favor of limiting the number of taxicabs in D.C. in the future?

Definitely yes	14.7%
Yes	21.2
No	35.6
Definitely no	5.3
No opinion	23.2

19. How do your earnings compare with cab drivers in other major cities?

More	3.3%
Less	45.7
About the same	15.1
No opinion	35.9

20. Can a person earn an adequate income by driving a taxicab in D.C. full time?

Definitely yes	6.7%
Yes	51.9
No	21.4
Definitely no	3.6
No opinion	16.5

21. Are you:

Male?	93.8%
Female?	4.0
No answer	2.2

22. What is your present age?

18 years or less	.2%
19 to 24 years	1.1
25 to 34 years	18.5
35 to 44 years	27.8
45 to 54 years	24.3
55 to 64 years	18.5
65 or older	7.3
No answer	2.2

23. How long have you driven a taxicab in D.C.

Less than 5 years	18.3%
6 to 10 years	21.6
More than 10 years	57.0
No answer	3.1

24. What was the highest grade in school you completed?

Did not graduate from high school	35.0%
High school graduate	29.8
Some college	21.8
College graduate	8.0
Post-college or professional degree	1.8
No answer	3.6

APPENDIX D

SUMMARIES OF MANAGEMENT INTERVIEWS

SUMMARIES OF MANAGEMENT INTERVIEWS

A. INTERVIEW WITH IRVING SCHLAIFER

The interview with Mr. Schlaifer was conducted on April 2, 1974. Many topics were covered and a great deal of material was made available.

Mr. Schlaifer is against the current zone system and against meters. He believes that the present zones are inequitable and that the system is hard to understand. He pointed out that the zone system creates boundary areas in which potential riders do not use taxi service because of the high fares for short rides. Even if the zone system were modified, it would have to have boundaries; this is a significant disadvantage of the present system. Meters provide the driver with too great an opportunity to drive around; they can also be speeded up.

Mr. Schlaifer favors his uniform circular zone system, which is discussed elsewhere in this report. He also favors a time charge of 15¢ per minute, which would be the rate whenever it is higher than the mileage fare. He had numerous other proposals as well. These are included in his petition to the PSC in the current rate case and will not be reported here.

B. INTERVIEW WITH THE TAXICAB INDUSTRY GROUP

The interview with the Taxicab Industry Group was conducted during the morning of April 4, 1974. The members present were asked to give their views on certain aspects of the D.C. taxicab situation and were also given an opportunity to present the problem areas being faced by the industry. The items covered in this interview are broken down according to whether they pertain to matters within the control of the D.C. Public Service Commission or some other body.

1. Items of Interest to the PSC

The Industry Group was against taxi meters in D.C. cabs. They felt that the $300 per meter cost would drive some drivers out of the industry and would result in higher costs and fares for the remainder. A factor cited here was the time lost while meters are under repair. An additional reason for disliking meters was they they would bring the industry a step closer to fleet ownership, a development that they are very much against.

The Industry Group favored the continuation of the zone fare structure, with the following changes:

a. The long zones in Northeast and Southeast should be shortened to better reflect the costs of making trips in these zones.

b. The higher costs of operation when driving rush hours should be dealt with by imposing a rush-hour surcharge in zones 1 and 2, or by making the fare higher than the present zone fare or a time charge. The amount suggested for a time charge was 10¢ per minute; presumably this would apply at any time but would be more of a factor during rush periods.

c. Zone changes should be made so that the zones take about equal time to pass through.

The Industry Group is very much in favor of shared riding. They believe that this has improved driver income and taxi availability during rush periods, and it has improved service in the poorer areas of the city. The fare system has not been the problem in poor areas but rather safety has been the cause of poor service. Shared riding increases driver revenues and makes them feel safer.

There are 1,500 radio cabs out of 8,000, according to the Industry Group. A radio costs about $1,000 and the drivers pay the associations $12.30 per week to be radio-dispatched. The service has improved greatly and is currently good according to Kenneth Flickinger of Yellow Cab. While riders sometimes give the associations mistaken information, the practice is now to call customers back to verify their orders. This is also safer for drivers on night calls. Radio cabs can cause public relations problems because they must frequently pass up passengers on the street while they are on call.

2. Other Items

The Industry Group felt that traffic conditions during rush hours need improvement. In particular, they would like the same rights as buses on turns and special lanes. They also feel that there is a shortage of drivers, which is due, in part, to licensing delays and other red tape.

A major problem is the lack of hack inspectors for the enforcement of taxicab rules and regulations. There are only three inspectors, down from 21 some years ago. Drivers feel they can get away with overcharging and passing up people. No system of rules can be effective without adequate enforcement. A part of the problem of poor drivers is the froeign student driver. Foreign students are believed to be the greatest problem; much of this is due to a lack of enforcement of the rules.

C. INTERVIEWS WITH DANIEL SMITH AND JAMES JEWEL

Mr. Daniel Smith of the American Fleet Service and Mr. James Jewel of Diamond hold two opposing viewpoints about the taxicab industry in the District of Columbia.

In summary, Mr. Smith recommends that the present D.C. taxicab system be completely modified to include the following characteristics:

1. A meter system of fare determination -- based on mileage (70¢ for the first mile, 30¢ for each additional mile, and 20¢ for each extra passenger) and time.
2. The development, over time, of a coterie of "professional drivers" (all of whom would drive on a full-time basis) who would account for 80-90 percent of all licensed drivers (compared with the present 30-35 percent of all drivers who are full-time).
3. A decrease in the total number of D.C. taxicabs to between 4,000 and 4,500. However, all cabs would be required to be in operation a minimum number of hours per week and at different periods during the day and night. In addition, Mr. Smith proposes that no taxicabs over five years old be allowed to operate on D.C. streets, as well as other rigorous safety regulations he would suggest.
4. To improve radio service for D.C. residents, Mr. Smith would suggest requiring a selected percentage of all taxicab fleets to have two-way radios and he feels the present call charge (50¢) is not equitable and should be raised.
5. Mr. Smith believes, ultimately, that the taxicab industry in D.C. should be classified and regulated as a public utility. In essence, he believes that "fleet operations" (and not associations) run by well-trained personnel would be needed to implement his previously suggested viewpoints. Only if the cabs are owned and

> operated by firms (with drivers being employees) can better service be offered to D.C. residents according to Mr. Smith. Finally, Mr. Smith believes that the taxicab industry must be viewed, from a public policy perspective, within the context of a total mass transit system for the D.C. area so that the role of taxicabs can be defined in terms of competing, alternative modes of urban transit systems.

Mr. Jewel, who has been in the D.C. taxicab business since the late 1920's, is an advocate of the status quo for the D.C. taxicab system. He feels that recognized service differentials in the District of Columbia (service in Northwest is good; service in Northeast and Southeast is bad; and service in the Southwest is average) are the result of basic social and economic conditions. If anything, to improve service to all areas in the city, Mr. Jewel recommends that (1) more drivers be added and (2) more/better taxicab stands be placed in areas where deficient service exists. In Diamond, Mr. Jewel feels his personnel policies have enabled him to keep a 50-50 percent ratio between full- and part-time drivers and provide good radio service to the Northwest quadrant of the city.

In summary, Mr. Jewel feels the zone system would be best for Washington, D.C. (1) if present driver fares can be increased, (2) if more taxicabs can be placed on the streets, and (3) if more taxicab stands are placed in better locations.

APPENDIX E

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Federal Trade Commission

An Economic Analysis of Taxicab Regulation

Mark W. Frankena
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Bureau of Economics Staff Report

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I. INTRODUCTION AND POLICY CONCLUSIONS

The taxicab industry is heavily regulated, mainly by local governments. Entry, fares, services, and quality are restricted in a substantial majority of large urban areas. However, a number of cities have recently deregulated entry, fares, and some aspects of service. This report provides an economic analysis of these taxicab regulations and experiences with regulatory reform.

The principal conclusion of this report is that no persuasive economic rationale is available for some of the most important regulations. Restrictions on the total number of firms and vehicles and on minimum fares waste resources and impose a disproportionate burden on low income people. A number of cities have achieved favorable results by deregulating entry and minimum fares in the radio-dispatched market segment, which typically accounts for around 75 percent of all cab trips. Similarly, there is no economic justification for regulations that restrict shared-ride, dial-a-ride, and jitney service.

By contrast, potential market failures provide a credible theoretical rationale for some other types of regulations, including fare ceilings and regulations dealing with vehicle safety and liability insurance. Most of the problems cities have experienced with taxicab regulatory reform can be traced to high fares at airport cab stands. There are several ways to deal with these problems, including revisions in the first-in-first-out queue system, improvements in fare posting requirements, increased cab line user fees, or lower fare ceilings.

Finally, some regulations might conceivably be justified on efficiency grounds because of distortions created by other taxi regulations. Fare regulations that underprice certain categories of trips might provide a "second best" rationale for prohibitions on service refusal, requirements to offer service at certain times or places, or minimum levels on the numbers of cabs operated by firms. However, surcharges for unprofitable services would be more efficient than such service requirements.

A. Arguments for Regulation

In analyzing taxicab regulations, it is useful to consider four taxicab market segments and five areas of regulation, because the merits of regulation differ substantially among them. The four segments are cruising cabs, cabs that wait at stands, radio-dispatched cabs, and cabs that provide service under contract. The five areas of regulation are: entry restrictions; fare controls; restrictions on the types of service offered, such as ride sharing; requirements to provide certain amounts of service; and quality regulations, which concern vehicle safety, driver qualifications, and liability insurance coverage.

Arguments for taxicab regulation are based principally on alleged market imperfections that might lead to market failure or inefficient resource allocation in one or more of the various taxi market segments. The resource misallocations involve over- or under-production of various taxicab services, production of service at too low a quality level, or unnecessarily high costs of producing a given output.

Ten potential sources of market failure are discussed and evaluated in the report. Three suggest that in unregulated markets taxi fares might be above the efficient level. First, in some market segments the transactions costs to riders of finding the cab with the lowest fare is high. This impediment to price competition may cause fares to be inefficiently high in the case of cruising cabs and cabs using stands at airports.[1] Second, drivers of cruising cabs may be in a position to price discriminate and extract unreasonably high fares from riders who face a high cost of finding another cab or from out-of-town visitors. Third, economies of scale might pose a barrier to entry that would permit taxi firms to charge inefficiently high fares for radio-dispatch and contract service. Since one or more of these arguments applies to each of the four market segments, one cannot reject the possibility that fare ceilings may increase efficiency.

A fourth potential market imperfection arises in the cruising cab segment. Economists have not developed a model of the cruising cab segment that determines a unique equilibrium fare and service combination. It remains a theoretical possibility that the fare that would be established in an unregulated cruising cab market segment could be above or below the efficient level and that regulation of fares could increase efficiency.

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[1] If fares are regulated, similar impediments to quality competition may provide a rationale for minimum quality regulations.

This argument provides the only potential rationale for fare regulations that go beyond fare ceilings to restrict fare competition. However, we conclude that impediments to price competition in the cruising cab market eliminate the possibility of fares below the efficient level.

Fare regulations themselves are a fifth potential market imperfection. If fares are regulated, some categories of trips may be priced so low that they would involve losses for taxi firms. Firms might then refuse service even though most riders might be willing to pay enough to make the service profitable. This provides a possible second best rationale for a prohibition against service refusal and for requirements to provide service at certain places or times. Furthermore, because it may be prohibitively costly to enforce requirements for service provision when there is open entry for independent cabs, there may be a second best argument for imposing a minimum level on the number of cabs operated by a firm. However, it would be more efficient to allow surcharges for the unprofitable services.

A sixth potential market imperfection, informational problems, provides a rationale for quality regulations. Because it may be difficult or impossible for riders to judge some aspects of the quality of cab service, e.g., vehicle safety or liability insurance coverage, it may be efficient for governments to regulate these matters.

Three other potential sources of market failure might be suggested as rationales for entry restrictions, but upon analysis they do not justify taxicab regulations. First, it has been argued that, because taxicabs cause congestion and pollution externalities, restrictions on entry and cruising would increase efficiency. Our review of the evidence leads us to reject this conclusion. Second, it has been argued that pricing of public transit above marginal cost would justify restrictions on the number of taxis in order to divert riders back to public transit. We reject this argument; the existence of heavy transit subsidies makes it implausible that on average transit rides are priced significantly above marginal cost. Third, if taxi fares are set substantially above the efficient level, an inefficiently large number of cabs may be induced to enter the industry. If the high fares are taken as given, it might then be second best efficient to restrict the number of cabs. However, this is not a justification for entry restrictions but rather an argument for eliminating fare regulations or setting fare ceilings below existing fare levels.

The last of the ten potential sources of market failure, which is discussed under the heading "Waiting Time Externalities," suggests that in the absence of government intervention the number of cruising cabs would be below the efficient level. This provides an argument against entry restrictions.

Another argument used to support certain regulations is that they might reduce the cost of enforcing and/or increase compliance with other regulations that have an efficiency justification. It has been suggested that entry barriers that enable incumbent taxi firms to earn above-normal returns provide governments with the threat of license suspension or revokation as a tool for obtaining compliance with other regulations. We reject this argument as a rationale for entry barriers because: (1) license suspension and revokation do not seem to be used to prevent violations of taxi ordinances; (2) entry barriers could have substantial offsetting efficiency costs; and (3) posting of bonds would be a lower-cost enforcement mechanism. It has also been argued that minimum firm size requirements, which would eliminate independent cabs and reduce the number of cab firms, would reduce costs of enforcing other taxi regulations.

B. Costs of Regulation

Although some forms of government intervention might be justified by market failures, we do not have empirical evidence that the relevant regulations that actually exist increase the efficiency of resource allocation. There are, in fact, reasons to doubt that existing regulations are efficient. One problem is that the analytical and informational problems involved in determining the efficient levels of the relevant policy variables are great. It is doubtful that regulatory authorities generally have the necessary expertise or information to determine these levels. Also, taxi ordinances and the government agencies that issue taxi regulations may not be motivated primarily by concern for market failure and achievement of an efficient resource allocation. It appears that taxi regulations have often been designed to protect public transit systems and existing taxi firms from competition.

One of the important effects of entry restrictions is to enable taxi firms in a number of cities to exercise market power. For this and other reasons, taxi regulations are responsible for misallocation of resources. Some of the more obvious ways in which the allocation of resources under existing regulations is inefficient include: (a) the number of taxi rides taken is inefficiently low, because of regulations that raise fares, restrict the amount of service, and increase waiting times; (b) the cost of producing taxi trips is unnecessarily high, because of regulations that prevent ride sharing and increase deadheading and waiting in taxi lines; and (c) there are shortages of certain types of service because of the incentives provided by the structure of fares.

In addition to causing misallocation of resources, taxi regulations adversely affect the distribution of income. Low income people spend a larger percentage of their incomes on taxis than do high income people, and in many taxi markets consumption of taxi rides per capita is higher for low income people. As a result, entry restrictions, prohibitions on shared-ride service, and other regulations that increase fares and waiting times impose a disproportionate burden on low income people. Restrictions on the number of taxis also limit the employment opportunities of less skilled workers.

C. Experiences with Regulatory Reform

A survey of 103 U.S. cities found that during the past five years sixteen cities substantially relaxed entry controls while seventeen substantially relaxed fare regulations. Thus, cities have been quite active in taxicab regulatory reform.

Experience with open entry and fare competition in the radio-dispatch market segment has generally been favorable. This is apparently true in Seattle, Oakland, Berkeley, Spokane, Sacramento, and Charlotte. This is important, because typically about 75 percent of taxi trips are produced by radio-dispatched cabs.

The favorable effects of open entry in radio-dispatch market segments include increases in the number of taxi firms and decreases in the market shares of the largest firms, increases in the number of cab hours of service, reductions in fares and response times, and reductions in the amount of time city councils devote to licensing and fare setting.

Overall, there have been no widespread significant problems related to open entry in radio-dispatch market segments. While an increase in customer complaints was recorded in Indianapolis and Fresno, these can best be dealt with through driver qualification and vehicle safety requirements rather than restrictions on the number of cabs.

In marked contrast to the radio-dispatch segments, there have been many problems in cab stand market segments at airports following regulatory reform as a result of lengthening of the cab queues. These problems do not provide an argument in favor of entry restrictions, however. Rather, they suggest that there would be significant efficiency gains from either increasing fare competition at airports or imposing or lowering fare ceilings on airport taxi service. Fare ceilings could be reduced until the taxi queue shortened to the desired length.

D. Outline of Report

The remainder of this report is divided into six sections. Section II provides an overview of the taxi industry and existing regulations. Section III presents the theoretical model of a taxicab market that underlies much of our analysis. Section IV discusses potential sources of market failure in the market for taxicab services. It also provides a discussion of the motivations behind taxi regulation and a brief history of taxi regulation. Section V analyzes the economic effects of taxi regulations on the structure of the industry and its performance, on the efficiency with which resources are allocated within the taxicab industry and between this industry and other activities, and on the distribution of income. Section VI reviews the experience of cities that have experimented with deregulation of taxicabs. Section VII briefly summarizes conclusions. Appendix A provides further details of the theoretical model of a taxicab market. Appendix B summarizes empirical estimates of the demand for taxi service.

II. THE TAXICAB INDUSTRY

A. The Role of the Taxi

The taxicab industry provides a significant fraction of urban public transportation services.[2] In some urban areas, the taxicab is the only form of public transportation. Nationwide, in 1970 fleets operating fully licensed taxicabs produced 2.4 billion passenger trips, or 40 percent as many passenger trips as did urban transit bus and rail systems. These taxi fleets employed at least 111,000 people, and they generated 35 percent more passenger revenue than did urban transit systems. These figures do not include independent cabs, livery vehicles (which are licensed to provide radio-dispatch and contract service but not to accept street hails), or unlicensed taxis. There are no reliable figures for the latter types of cabs, but Wohl estimates that there were about half as many independent as fleet cabs.[3]

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[2] The taxi industry would play a larger role if regulations restricting entry and shared-ride services were eliminated. See Section V.

[3] Wells and Selover, 1972, p. 8-6, and Wohl, 1975, p. 150. Tolley *et al.*, 1984, p. 9, cite a 1977 estimate that the annual total number of cab rides was 2.2 billion. Rosenbloom, 1983, p. 1, reports that taxis carry more passengers than do public transit systems. However, Wainwright, 1984, reports that prior to deregulation taxis accounted for only 5 to 8 percent of total transit person trips in Portland, Seattle, and San Diego. In Chicago in 1971, there were 327 livery vehicles plus 300 or so illegal cabs operating in ghetto areas, in addition to 4,600 fully licensed cabs. Kitch *et al.*, 1971, pp. 291-92. In New York City in 1971, there were about 15,000 livery vehicles in addition to 11,800 fully licensed cabs. Kirby *et al.*, 1974, p. 106. In 1982, estimates of the number of livery and illegal cabs in New York City ranged from 8,000 to 40,000. *Regulation*, March-April 1982, p. 13, and *Reason*, May 1982, p. 12. Kirby *et al.*, 1974, p. 15, reports that Pittsburgh and Cleveland

(footnote continued)

Around 1970, taxis accounted for 5 to 47 percent of trips for airline passengers using 16 major airports.[4]

There are a number of substitutes for taxicab service. For passengers, there are privately owned automobiles, carpools, rental cars, public transit, limousine and van services, privately operated shuttle services, and (in a few areas) dial-a-ride and jitney services.[5] For parcels there are messenger services. The empirical evidence concerning the substitutability of these alternatives for taxi service is summarized in Appendix B.

B. Market Segments

It is useful to distinguish between four taxicab market segments, because they differ in the probable benefits and costs of various forms of regulation, and because the regulations imposed on them differ. The segments are defined by how cabs and users make contact: (1) cruising cabs, (2) cabs that wait at stands, (3) radio-dispatched cabs, and (4) cabs that

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(footnote continues)

also had unlicensed cabs. In 1978, Toronto had 2,387 licensed cabs; estimates of the number of illegal cabs ranged from under 100 to 600. Palmer, 1983, Ch. 3, pp. 28, 35. There were also unlicensed cabs operating in minority neighborhoods in Atlanta prior to open entry in 1965. Rosenbloom, 1983, p. 11.

[4] Webster et al., 1974, Table 6-1.

[5] Some observers have suggested that regulation of taxicabs in Los Angeles caused a significant increase in demand for rental cars. Wohl, 1975, p. 152, and Kirby et al., 1974, p. 288. See also Coe and Jackson, 1983, pp. 10-12. For a discussion of jitney service, see Sections IV and V below.

carry riders or goods under contract. While it is useful to distinguish between these segments, it is also important to recognize that regulations imposed on one segment may impact on others.

1. Cruising Cabs

The operation of cruising cabs is profitable only in the downtown areas of large cities, where there is a high density of potential riders at random locations.

2. Taxicab Stands

The operation of stands is often profitable at airports, train stations, hotels, and similar locations that produce predictable streams of riders. Stands may also be profitable in areas where densities are insufficient for cruising to be profitable, e.g., Los Angeles.[6] Stands can be expected to replace cruising when it costs less for riders to walk to a limited number of known locations than for cabs to search for passengers waiting at unknown locations, or when cruising is prohibited.

3. Radio-Dispatched Cabs

A third taxi segment involves response by radio-equipped cabs to telephone requests for service. This type of service exists in most cities, including many without public transit, and is used heavily by lower income people who do not own cars.[7]

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[6] Eckert, 1970.

[7] See Section V.D for a discussion of the income levels of taxi riders. In some cities, radio-dispatched cabs handle parcels as well as passengers.

4. Contract Services

A final taxi segment involves transportation on a regular basis of people or packages under individually negotiated contracts.[8] In a few cases taxi firms provide dial-a-ride services for special population groups under government contracts.[9]

5. Relative Sizes of Segments

Apart from large cities with dense downtown areas and major airports, the taxi industry is heavily dominated by the radio-dispatch segment. Wells and Selover (1972, pp. 8-24) examined cab service in 194 communities and found that in the median one, which issued only 20 taxi licenses, 86 percent of all taxi trips originated from telephone requests.[10] In 1981 in Seattle, 66 percent of trips originated from telephone requests, 33 percent from cab stands, and 1 percent from street hails.[11]

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[8] For a discussion of services in this category, see Kirby, 1980, pp. 11, 15.

[9] In London, Canada, taxi firms have contracts with the post office and the school system. Palmer, 1983, Ch. 3, p. 12.

[10] Similarly, Webster et al., 1974, p. vi, found that in 27 communities in 1970, a median 88 percent of trips originated from phone requests. In San Diego prior to deregulation, telephone hails account for 73 percent of taxi trips. Wainwright, 1984. In Portland in 1978-79, phone orders accounted for 70-90 percent of taxi trips, and contracts accounted for 10 percent. In 1984, cruising was negligible, and contract services accounted for about 20 percent of business. Gelb, 1982, p. 38; Wainwright, 1984.

[11] Gelb, 1983b, p. 93. Prior to deregulation, the radio-dispatch segment accounted for 80-85 percent of trips. Gelb et al., 1980, p. xi.

In 1977 in Dallas, 78 percent of taxis were summoned by telephone while 22 percent were hailed in person.[12] In 1978 in Los Angeles, about 30 percent of business originated at cab stands, and there was little cruising.[13] In 1978 in Washington, D.C., however, less than 25 percent of taxis had radios, and on average even these cabs obtained only a minor share of their business through dispatchers.[14]

C. Firm Organization

Taxi service is provided by both fleets and independent cabs. Independents generally operate in the cruising market segment or at taxi stands, while fleets operate in all four market segments discussed above.[15]

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[12] Eisenberg and Barker, 1980, p. 8.

[13] Palmer, 1983, Ch. 3, p. 63.

[14] Palmer, 1983, Ch. 3, pp. 42-47. Palmer reports that in Sarnia, Canada (population 50,000) in 1978, cruising accounted for no more than 5 percent of business, contracts accounted for about 15 percent, and radio-dispatch service accounted for the rest (p. 53). In London, Canada (population 250,000), cruising and stands accounted for no more than 20 percent of taxi business; the remainder was radio-dispatch and contract service (p. 14). By contrast, radio-dispatch service accounted for no more than 50-55 percent of business in Toronto (p. 31).

[15] Independents sometimes provide radio-dispatch service by leasing dispatching. Fleets have stopped picking up passengers at airports in some cities that have opened entry. See Section VI.

Firms operating fleets can be divided into three types based on the relationship between owners and drivers. Some fleets hire drivers on a commission basis. Other fleets lease vehicles to drivers, typically for a fixed amount for a shift or longer period of time.[16] Still other fleets are operated by associations of owner-drivers who share dispatch and other services. The trend in the industry is away from the first type of relationship and toward the third.

D. Forms of Regulation

Since about 1930 the taxicab industry has been characterized by pervasive government regulation, although a number of cities relaxed regulations in the last five years.[17] In general, the extent of regulation increases with city size. A substantial majority of large cities have strict controls on entry, fares, and service. By contrast, some small communities have virtually no taxicab regulations.[18]

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[16] Some cities prohibit leasing, at least in part as a result of pressure from drivers' unions.

[17] The imposition of regulations on the taxi industry during the 1930s is described in Section IV.B.2. Regulations governing contract services are usually less restrictive than those imposed on the other market segments. In Portland, Oregon, package delivery by taxis is unregulated.

[18] Insurance requirements are nearly universal. Dipalma, 1978, pp. 38-39, and Taube, 1978.

Although at least ten states regulate taxicabs, typically through public utility or similar commissions,[19] most regulation of taxis is done by municipal governments. In addition, airports often regulate taxicabs.

In the remainder of this subsection, we describe the forms of regulation that exist in large U.S. cities.[20]

1. Entry Regulation

A substantial majority of large cities limit entry into the taxicab industry by restricting the number of vehicles and/or the number of firms licensed to provide taxi service. Some cities impose additional barriers to entry by giving existing firms a right of first refusal for new taxi licenses or by requiring that firms provide some minimum amount of service. There are also franchise requirements at some airports and taxi stands.[21]

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[19] Colorado, Connecticut, Delaware, Kentucky, Montana, Nebraska, Nevada, Pennsylvania, and Rhode Island regulate entry and fares while Maryland and New Mexico regulate entry. Kirby *et al.*, 1974, p. 63; Gilbert and Samuels, 1982, p. 186; Eckert, 1973, p. 94; Dipalma, 1978; Shaw *et al.*, 1983, v.1, pp. 7-11. Massachusetts also regulates taxis.

[20] Regulations in New York, Chicago, and Los Angeles are documented in *Regulation*, March-April 1982, pp. 11-13, 36; Kitch *et al.*, 1971; and Eckert, 1970. General descriptions of taxicab regulations are also available in Kirby *et al.*, 1974, pp. 63-76, and Gilbert and Samuels, 1982, Chapters 5 and 10.

[21] In a survey of 103 cities with populations of 50,000 or more, Shaw *et al.*, 1983, v.1, pp. 29-32, found that 87 percent restricted entry in some manner: 30 percent had a fixed number of licenses; 9 percent had a fixed ratio of licenses to population; 25 percent required a showing of public convenience and necessity to obtain a license; 6 percent had franchise requirements; and 17 percent had minimum service standards.

In some cities, the number of licenses has changed little, if at all, since it was first restricted in the 1930s. (See Table 1 for recent data on the number of licenses.) For example, New York City limited the number of fully licensed cabs to 13,566 in 1937, and in 1982 it limited the number to about 11,800.[22] Boston limited the number to 1,575 in 1930, and the limit was unchanged in 1980.[23] Chicago limited the number to 4,108 in 1934, reduced the number to 3,000 in 1937, and then (following a temporary collapse of entry barriers following World War II) limited the number to 4,600 in 1963, with no further change since that date.[24] Detroit limited the number to 1,310 in 1946 and had the same number in 1983.[25]

In some cities, the taxicab regulatory authority can issue additional licenses following a demonstration of public convenience and necessity by the applicant. However, even where such provisions exist, regulatory authorities have commonly denied all applications for additional licenses.[26]

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[22] Regulation, March-April 1982, p. 11. Of these permits, 4,969 were reserved for independents and 6,818 were reserved for fleet cabs.

[23] Gilbert and Samuels, 1982, p. 70.

[24] Kitch et al., 1971, pp. 327, 339. The 1963 limit on the number of cabs was the result of a bargain between the city and the cab companies.

[25] Rosenbloom, 1968, p. 413; and Table 1.

[26] In New Orleans, the taxi ordinance limits the number of cabs to 1,640 and allows no flexibility beyond that point. In Chicago, until recently the regulatory authority could issue
(footnote continued)

Table 1

Taxicab Licensing

City	1980 Population[a]	1970 Licensing Policy[b]	1983 Number of Vehicle Licenses	1970 Licenses/1970 population	1983 Licenses/1980 population[c]	1983 Licenses/1977 Hotels[d]	1983 Licenses/ 1977 Hotel Receipts[e]	1983 Licenses/ 1982 Air Passengers[f]
New York	7,072	N	11,787	1.5	1.7	31.9	16.6	677
Chicago	3,005	N	4,600	1.4	1.5	21.0	12.5	275
Los Angeles	2,967	C	1,500	0.4	0.5	4.0	6.3	93
Philadelphia	1,688	C	1,600	0.9	0.9	30.2	22.9	417
Miami (Dade)	1,626	N	1,529	1.3	0.9	2.7	4.3	155
Houston	1,595	C	1,829	0.4	1.1	10.7	10.2	216
Detroit	1,203	N	1,310	0.9	1.1	12.8	34.2	274
Dallas	904	C	900	0.6	1.0	7.2	6.2	92
San Diego	876	n.a.	900	0.4	1.0	5.1	6.2	329
Phoenix	790	C	325	0.2	0.4	2.6	4.2	82
Baltimore	787	N	1,100	1.3	1.4	33.3	n.a.	579
San Antonio	786	n.a.	481	0.8	0.6	4.5	7.7	388
Indianapolis	701	n.a.	326	0.6	0.5	4.0	n.a.	26
San Francisco	679	N	711	1.1	1.0	3.1	2.2	68
Memphis	646	n.a.	300	0.6	0.5	3.5	4.6	137
Washington, D.C.	638	Open	8,600	11.3	13.5	98.9	38.7	1,206
Milwaukee	636	N	600	0.6	0.6	9.5	11.2	256
San Jose	629	n.a.	150	n.a.	0.2	4.3	6.3	100
Cleveland	574	C	240	0.7	0.4	4.7	5.7	95
Columbus	565	C	390	0.7	0.7	7.8	7.7	317
Boston	563	N	1,525	2.5	2.7	46.2	16.4	215
New Orleans	558	C	1,608	2.5	2.9	18.1	9.8	564
Jacksonville, Fla.	541	n.a.	225	0.5	0.4	3.5	7.0	230
Seattle	494	C	570	0.6	1.2	6.4	9.0	124
Denver	492	n.a.	507	0.6	1.0	4.8	5.3	45
St. Louis	453	C	1,500	3.0	3.3	35.7	37.7	261
Kansas City, MO	448	N	530	1.1	1.2	8.0	7.4	206
Atlanta	425	Open	1,450	3.8	3.4	21.0	9.3	84
Pittsburgh	424	C	500	1.1	1.2	35.0	n.a.	109
Oklahoma City, OK	403	n.a.	231	n.a.	0.6	3.2	4.9	183
Cincinnati	335	n.a.	380	n.a.	1.0	15.2	n.a.	238
Ft. Worth	385	n.a.	185	n.a.	0.5	4.3	6.5	38
Minneapolis	371	N	248	0.6	0.7	6.5	n.a.	48
Portland, OR	366	n.a.	250	n.a.	0.7	3.1	n.a.	135

n.a.: not available.

[a] Population in thousands for the political jurisdiction, i.e., the central city, except Dade County. In New York City, licensed cabs are concentrated in Manhattan, which had a population of 1,428 thousand.

[b] N: Number of vehicles restricted.
C: Franchise requirement, possibly with restriction on total number of vehicles.

[c] Licenses per 1000 population.

[d] Licenses per hotel, motor hotel, and motel (establishments with payrolls).

[e] Licenses per million dollars in hotel, motor hotel, and motel receipts (all establishments).

[f] Licenses per million enplaned air passengers.

Sources:

Population: U.S. Department of Commerce, Bureau of Census *Statistical Abstract of the United States: 1982-83*, 1982, Table 26. Data are for 1980.

Licensing Policy: Kirby *et al.*, 1974, p. 77. Data circa 1970.

Number of Vehicle Licenses: International Taxicab Association, Rate Sheet, May 1983; District of Columbia Public Service Commission. Data are for 1983.

Number of Hotels, Motor Hotels, and Motels and Hotel, Motor Hotel, and Motel Receipts: U.S. Department of Commerce, Bureau of the Census, *1977 Census of Service Industries*.

Enplaned Air Passengers: U.S. Civil Aeronautics Board, *Airport Activity Statistics of Certificated Route Carriers*. Data are for 1982.

In some cities, the number of licenses is limited not to a specific number but by a ratio of licenses to population, e.g., between 1930 and 1977 Seattle limited the number of licenses to 1 per 2,500 residents, although this ratio was exceeded in practice and was about 1 per 1,700 in 1970.[27] Similarly, Miami limited the number of cabs to 1 per 1,500 residents, but the actual ratio was about 1 per 800 residents in 1970.[28]

In addition to limiting the number of cabs, some cities have regulations that limit the entry of new firms. First, while all cities seem to allow existing firms to renew their vehicle licenses automatically, some cities do not allow existing firms to sell these licenses to new firms. For example, Chicago recently made licenses non-transferable. In such cases, a new firm can enter only if the number of licenses is increased or an existing firm decides not to renew its licenses. The latter is unlikely as long as existing firms are able to earn an above-normal rate of return, even if a new firm could do better.

(footnote continues)

additional licenses only if the ratio of operating expenses to gross revenues in the industry fell below 84.5 percent. Kitch _et al_., 1971, pp. 287-288.

[27] Zerbe, 1983a, p. 1.

[28] Rosenbloom, 1968, p. 413. Limits on the ratio of cabs to residents also existed in Cleveland, Milwaukee, and New Orleans in the early 1970s and in Portland, Oregon, prior to 1979. Kirby _et al._, 1974, p. 67, and Gelb, 1982.

Second, some cities give firms that are already in the taxi industry an advantage over new firms in obtaining any additional licenses that are issued. Eckert (1970, p. 420) and Kitch _et al_. (1971, p. 288) report that in 1970 taxicab ordinances in Los Angeles and Chicago specified that all new licenses were to be issued to existing firms in proportion to the number of licenses they already held. New firms could obtain licenses only if all existing firms declined them.

Third, in addition to, or in some cases instead of, limiting the total number of taxicabs licensed, regulatory authorities have directly limited the number of firms licensed to supply taxi service. The number of firms franchised varies. As of 1966, three and four firms respectively were franchised in Phoenix and Pittsburgh. In 1979, two and three firms respectively were franchised in Fort Worth and Dallas.[29] In several cities only one firm was given a franchise, even when the regulatory legislation did not limit the number to one. For example, in the late 1960s only one firm was franchised in Philadelphia, in Tucson, and in each of six zones in Los Angeles.[30]

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[29] Rosenbloom, 1968, p. 413, and North Central Texas Council of Governments, 1979, p. xvii-4. Other cities with franchise systems as of 1970 are identified in Table 1.

[30] Eckert, 1970, p. 407, and Rosenbloom, 1968, p. 413. Arizona opened entry in Phoenix and Tucson in 1982. According to Gilbert and Samuels, 1982, p. 93, the owner of the Los Angeles fleet went bankrupt in 1976, and its licenses were scattered among individual owners. Palmer, 1983, Ch. 3, p. 67ff., describes post-1976 developments in Los Angeles. The area formerly served by the (footnote continued)

It is also common for monopoly franchises to be given for taxi service originating at taxi stands, rail stations, and airports. For example, Los Angeles grants exclusive franchises for use of taxi stands, and Dade County has an exclusive franchise for the airport. In some cases, franchises are sold to the highest bidder, e.g., the Pittsburgh airport franchise. However, the exclusive rail station franchise was ended in Washington, D.C., in 1972, and exclusive airport franchises were ended in Seattle in 1977 and in Dallas/Fort Worth in 1979.[31]

(footnote continues)

bankrupt company was divided into seven zones, between one and six franchises were granted in each zone, and maximum restrictions were imposed on the number of cabs that can be operated by the three largest firms. In the case of Philadelphia, a franchised firm that had 1,480 cabs in the late 1960s went bankrupt in the 1970s, and the "remnants of the firm have been sold to a new operator who is attempting to settle the firm's ten million dollars of outstanding claims, an attempt which will include selling 208 of the firm's taxi certificates." Gilbert and Samuels, 1982, p. 93. We do not know why the firms in Los Angeles and Philadelphia went bankrupt; entry restrictions generally lead to economic profits for taxi firms. As of 1978, only one firm was franchised in the Orange County South area of Los Angeles; similarly, only one firm was franchised in most cities in Orange County North.

[31] Eckert, 1970; Metropolitan Dade County, 1979; Kirby _et al._, 1974, p. 69; Gelb _et al._, 1980, p. 29; Eisenberg and Barker, 1980, p. 12. Zerbe, 1983b, reports that the exclusive franchise at Seattle's railway station was ended in 1979 and re-imposed in 1982. New York, Washington, D.C., and Minneapolis do not have exclusive airport franchises.

Some governments have prohibited taxicabs from entering into exclusive service contracts with hotels.[32]

While entry restrictions of the types described above are usual in large cities, there are exceptions. Washington, D.C., and London do not have entry restrictions. As of the late 1960s, Atlanta and Honolulu did not have entry restrictions.[33] Since 1979, at least thirteen cities have relaxed their entry restrictions; their experiences with deregulation are discussed in Section VI.

2. Fare Regulation

Almost all large cities regulate taxi fares. First, regulatory authorities usually specify the way in which fares are computed, e.g., by use of a meter and/or by a zone system.[34] Second, regulatory authorities in most cities specify what the fares must be, leaving no scope for fare competition. However, in some cases, they specify only ceilings on fares.[35]

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[32] Metropolitan Dade County, 1979. Toronto prohibits exclusive taxi stands, apart from seven stands reserved for independents. Washington, D.C., allows such concessions. Palmer, 1983, Ch. 3, pp. 33, 46.

[33] Rosenbloom, 1968, p. 413; Kirby *et al.*, 1974, p. 77. Atlanta had no entry restrictions in 1976, when there were about 1,900 cabs, but now restricts the number of taxis to 1,500 and requires new companies to have at least 25 cabs. Olson and Kuehl, 1976, p. 52.

[34] In a survey of 103 cities with populations over 50,000, Shaw *et al.*, 1983, v.1, pp. 47-50, found that 77 percent regulated fares in some manner; 50 percent set fare levels and 27 percent set fare ceilings; a few of the cities that set ceilings also set floors. In 1974, taxis in 95 percent of communities with populations of 100,000 or more and 65 percent of communities with populations under 100,000 used meters. Some of the smaller (footnote continued)

In meter systems, regulations normally cover the initial "flag drop" charge, the charge for additional mileage, and the charge (if any) for time delays.[36] In zone systems, regulations cover the fares for trips within and between various combinations of zones and charges for waiting time. In addition, in both meter and zone systems, regulations cover senior citizen discounts

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(footnote continues)

cities may not have required meters. Webster et al., 1974, p. 4-3. Zone fares are used in Washington, D.C., where meters are prohibited. Zone or grid systems, which are similar, seem to be used for shared-ride taxi service in several cities including Little Rock, Arkansas; El Cajon, California; Westport, Connecticut; Davenport, Ohio; Hicksville, New York; Xenia, Ohio; Arlington, Virginia; and Madison, Wisconsin. Some small communities have flat fares. Jitney services, such as that on King Avenue in Chicago, and shared-ride taxi services between airports and downtown areas, such as that in Boston, sometimes have flat fares per rider. Newman and Lave, 1982, p. 4, and Kirby and Miller, 1975, p. 372. The New Orleans airport prohibits use of meters and requires flat fares per trip.

[35] San Francisco switched from mandatory to maximum fares in 1978, Portland and San Diego did so in 1979, and Anchorage and Tampa did so in 1983. In San Francisco, fares below the maximum must remain in effect for at least 15 months, and no fares below the maximum have been charged. In San Diego, the ceilings were set quite high and flag drop and per-mile charges both varied from $.80 to $1.50. In Portland, the ceilings were set at lower levels and rates charged have been at the ceilings. Gelb, 1980, p. 46, and Shaw et al., 1983, v.1, p. 54.

[36] Some meters are designed so that they switch from a mileage basis to a time basis when the cab is moving at less than a certain speed. In New Orleans, the regulated fare structure includes a charge of $.20 per minute when the cab is moving at less than 15 miles per hour.

(if any) and the extras (if any) that can be charged for additional passengers, rush hour service, late night service, weekend service, radio-dispatch service, service to a destination outside the municipality, bad weather, and parcels and luggage. Where ride sharing is allowed, regulations also cover how the separate parties are charged. There is considerable variety among cities in actual practice on these extras, e.g., the fare for a party of two ranges from the same as the fare for one person to twice as much. Some cities have rush hour and late night surcharges while others do not. These differences in fare structures have two important implications. First, they affect both supply of and demand for service. Second, they complicate the task of comparing average fares across cities.[37]

Where fares are regulated, rate setting is usually undertaken on the basis of a target operating ratio, i.e., ratio of total operating expenses to gross revenue. Less commonly, a rate of return criterion is used.[38]

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[37] According to Webster et al., 1974, p. 2-9, time delay charges may add 20 percent or more to the basic fare in dense urban areas such as New York City or Chicago. Simple tabulations based on drop and mileage charges ignore this.

[38] Kirby et al., 1974, p. 74, refers to four cities with operating ratios before taxes and interest of 90 to 96 percent. In Chicago, until the late 1970s the taxicab ordinance provided for fare increases when the operating ratio was above 86 percent; however, around 1970 the ratio was above this. Kitch et al., 1971, p. 289.

In contrast to the detailed fare regulations that exist in most large cities, Seattle imposes only four requirements: taxis are required to use meters; firms must file their rates with the city and cannot change them more than four times per year; in the case of cabs regulated by the county, fares must be conspicuously posted; and trips originating from the airport are subject to fare ceilings.[39]

3. Service Restrictions

Taxi firms in many jurisdictions are prohibited from providing certain types of service. For example, most jurisdictions prohibit shared-ride service, including variations such as dial-a-ride service and jitney service (where the vehicle operates along a semi-fixed route). Apart from direct prohibitions, shared-ride service is restricted by requirements to have the first passenger's permission to pick up a second, requirements that the cab use the most direct route, requirements to use meters (a zone fare system facilitates shared-ride service), prohibitions against discounting fares for shared-ride service, prohibitions against the display of destination signs, and restrictions on vehicle size and number of passengers. However, several cities that have deregulated entry into the taxi industry have also legalized share-ride service and special fare systems, e.g., San Diego.[40]

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[39] It is relevant that street hails account for only 1 percent of taxi trips in Seattle. Gelb, 1983b. Apparently, while taxi firms in Albuquerque must post fares and file them with the state regulatory commission, the fare level is not regulated. Dipalma, 1978. Shaw et al., 1983, v.1, pp. 53-54, lists other cities that do not control fares: Berkeley, Spokane, Des Plaines (Ill.), Springfield (Ohio), Tacoma, Charlotte (N.C.), Madison, Phoenix, Sacramento, Tucson, Kansas City (Mo.).

In some cities or areas, taxis are prohibited from cruising or from picking up passengers who hail them on the street. In New York City, fully licensed or medallion cabs are allowed to accept street hails while livery cabs are not.[41]

4. Service Requirements

Most jurisdictions require taxi firms to provide certain types or levels of service.[42] Taxi firms are often required to provide service to all customers within the jurisdiction who call for or hail their cabs, regardless of origin and destination.[43]

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[40] Citizens League, 1981. Pickrel and Rogers, eds., 1978, p. 42, report that ordinances restricting ride sharing existed in 35 of the 50 largest cities. In 1979, shared-ride taxi service was available in at least 28 communities (including Washington, D.C.) and for at least seven special services. Virtually all used flat or zone fare systems, and none used meters. Newman and Lave, 1982, p. 4. Shared-ride service was legalized in Chicago in 1981. Chicago cabs offering this service are designated by a special insignia and are permitted to use zone fares. Reason, May 1982, p. 12. For a discussion of restrictions on jitney service, see Eckert and Hilton, 1970.

[41] Other prohibitions and restrictions on service apply to whether cabs can offer package delivery service and use of cab stands. In Berkeley, each firm is limited to a maximum of 25 cabs. Knight et al., 1983, p. 43.

[42] In New Mexico, taxi firms under the jurisdiction of the state regulatory commission, principally firms in Albuquerque, must obtain approval for abandonment of part or all of their services. Dipalma, 1978, p. 35.

[43] This is difficult to enforce, and hence complaints about refusal of service are common. These complaints are discussed in Sections V.A.7 and V.A.10.

Firms may also be required to have a minimum number of cabs and to operate those cabs a minimum number of hours per day and days per year.[44] Los Angeles requires that taxi firms answer their telephones within 45 seconds and that cabs pick up customers within 15 minutes of the call.[45]

5. Quality Regulation

There are a number of common taxicab regulations that impose minimum levels on the quality of service or of the inputs used to produce service. Thus, there are regulations concerning vehicle design, condition, age, and safety, driver qualifications, and liability insurance coverage.[46]

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[44] Portland, Oregon, and Cleveland require a 24-hour a day dispatch capability and a minimum of 15 and 25 cabs, respectively. Portland also requires city-wide operation and 10 cabs in operation at all times. Gelb, 1982, pp. 4, 17. Atlanta and Dallas require new cab companies to have at least 25 and 50 cabs respectively. Los Angeles requires a minimum ranging from 5 to 80 on number of cabs as a condition for a franchise. Palmer, 1983, Ch. 3, pp. 69, 72. New York City requires cabs to run two nine-hour shifts each day, but many cabs evidently do not comply. Regulation, March-April 1982, p. 13. Fresno requires 24-hour a day dispatching and a minimum of $160 per day per vehicle in documented revenues. Paratransit Services, 1983, p. 10. Charlotte requires 24-hour a day dispatching. Shaw *et al.*, 1983, v.2.

[45] Palmer, 1983, Ch. 3, pp. 70-71. The city places test calls and imposes fines for violations. Tests in 1978 found compliance rates of 30 to 80 percent. San Diego requires that all firms have 24-hour a day dispatching and that they respond to at least 80 percent of calls within 15 minutes, a maximum of 15 percent in 15 to 30 minutes, and a maximum of 5 percent in 31 to 45 minutes. These standards are not in fact met. Gelb, 1983a, p. 134.

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[46] The driver qualification regulations involve age, fingerprinting, driving record, criminal record, physical and mental health, character, knowledge of city geography, driving skills, and fluency in English. Dipalma, 1978, p. 46. In addition to the types of regulations described above, regulations are often imposed on a variety of other matters. Some cities prohibit leasing of cabs from the licensee-owners to drivers. Some cities permit owners of taxi licenses to sell them, sometimes with restrictions on who is eligible to buy them; other cities do not permit such sales. Some cities regulate the external appearance of cabs, including identification. Some impose record-keeping and receipt requirements. Many require periodic inspection of meters. Regulatory authorities also charge fees for franchises, for vehicle licenses, and for picking up passengers at airports.

III. THEORETICAL MODEL OF A TAXICAB MARKET

This section explains the theoretical model of a taxicab market that underlies the discussion of several issues in this report.[47] The model is intended to capture the principal characteristics of the cruising cab segment, but it is useful in analyzing some regulatory issues in the other market segments as well.

The principal characteristic that distinguishes this model from models of other competitive markets is the role of waiting time. From the point of view of consumers, expected waiting time is clearly an important consideration in deciding whether to take a cab. One way to incorporate consumers' concern with waiting time into the model is to treat it as a quality variable. In this case, a reduction in waiting time increases the demand for taxi service (i.e., shifts the demand curve for taxi service to the right). Another way to incorporate waiting time is to add the dollar value of waiting time to the fare to get the "full cost" of a taxi trip to the consumer. In this case, a reduction in waiting time leads to a movement down the demand curve. We adopt the first of these approaches because it is more appropriate unless all people place the same dollar value on waiting time.

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[47] Versions of this model can be found in several articles on the cruising cab market segment, viz., Orr, 1969, Douglas, 1972, De Vany, 1975, Schreiber, 1975, Abe and Brush, 1976, Beesley and Glaister, 1983, and Tolley _et al_., 1984. Similar models appear in the public transit literature, e.g., Frankena, 1981, 1982, 1983.

While waiting time can be treated as a quality variable from the point of view of the consumer, from the point of view of each individual cab firm in a competitive market waiting time is quite different from the quality of most products. In most markets, each firm decides what quality output to produce. However, in the cruising cab market, expected waiting time depends on the total number of vacant cabs, and (unless it is large relative to the entire market) an individual firm cannot offer a longer or shorter expected waiting time to customers.

One reason for emphasizing waiting time is that government regulation of taxicabs is likely to affect waiting time. For example, a restriction on entry into taxi markets might be expected to raise both fares and waiting times. If fare regulations limit the impact of entry restrictions on fares, the impact on consumers of a limitation on the number of cabs would be felt principally in longer waiting times.

The basic assumptions underlying the model are: (1) Apart from waiting time, all aspects of cab service quality are exogenously determined and uniform across cabs. (2) The number of taxi rides demanded depends on the fare and on the expected waiting time for a cab. (3) All cabs charge the same fare. (4) The expected waiting time for a cab depends on the total number of vacant cabs. (5) The cost of operating a cab is a constant per hour. (6) In the absence of regulations limiting entry, cab firms earn zero profits, i.e., a normal rate of return.

In the usual competitive market, such demand, cost, and equilibrium conditions determine market price and output uniquely.[48] But in a cruising cab market, there is a range of fare and service combinations at which the market would be in equilibrium. That is, there is a range of ways in which revenues per cab hour could equal the cost per cab hour of service. Thus, the typical cab might just cover its costs in the following three situations, or in other situations between these:

(1) Low fare, high occupancy rate: the fare is low, the total number of cab hours of service is very low, average waiting time is very high, and the total number of rides produced is low. The number of rides produced per cab hour of service is high.

(2) Medium fare, medium occupancy rate: the fare, the total number of cab hours of service, and average waiting time are at medium levels. The total number of rides is high. The number of rides produced per cab hour of service is at a medium level.

(3) High fare, low occupancy rate: the fare is very high, the total number of cab hours of service is low, average waiting

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[48] In conventional competitive markets where quality is a variable, the price and quantity at each quality level would normally be uniquely determined. In the special case where willingness to pay for higher quality and the cost of producing it are equal, the equilibrium would not be unique, but the possible equilibria would be equally efficient. This is different from the situation here, where only one quality level can be produced at any one time, since waiting time is a property of the aggregate equilibrium, and the different equilibria would not be equally efficient.

time is at a medium level, and the total number of rides is very low. The number of rides produced per cab hour of service is low.

The various possible zero-profit equilibrium fare and service combinations for a cruising cab market can be summarized by the "zero-profit locus" in Figure 1, where the fare (F) and the total number of cab hours of service (S) are on the axes.[49] The various combinations of fare and service that would result in any given number of cab rides can be represented by an "iso-rider" line, two of which are drawn in Figure 1. The number of rides along R^1 is greater than that along R^0.

The lowest and highest fares at which cabs could break even would be at points A and G respectively, which might correspond to the first and third situations described above. Given the breakeven constraint, the number of cab hours of service would be maximized at point D. Given the iso-rider lines, the number of cab rides would be maximized at point B, which might correspond to the second situation above. The average waiting time would be minimized at a point between D and G, such as E.

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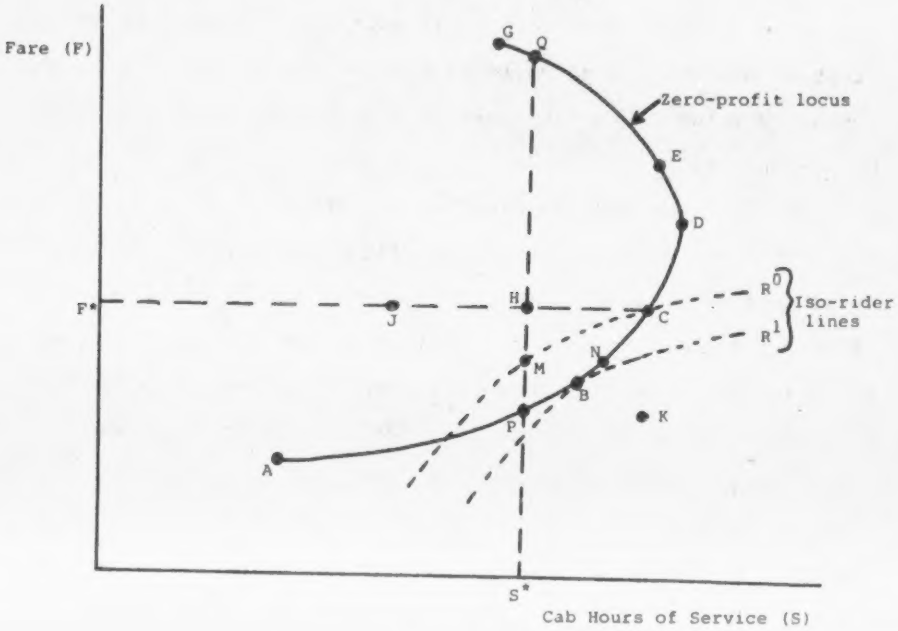
[49] Mathematically, the zero-profit locus gives the solutions to the equations $FR - cS = 0$, $R = f(F, V)$, and $V = S - bR$, where F is the fare, R is the number of rides, c is the cost per cab hour of service, S is the total number of cab hours of service, f(.) is the demand function, V is the number of vacant cab hours of service, and b is the fraction of an hour required to produce a ride. The zero-profit locus in fare-service space would be roughly elliptical, and hence for a given fare there would be two equilibrium service levels. However, the lower service level would be unstable, so given any fare there would be a unique stable service equilibrium. Frankena, 1981, p. 339, n. 10. Figure 1 shows only the stable equilibrium portion of the zero-profit locus.

Figure 1

Model of a Taxi Market in Fare-Service Space


Fare (F)
G
Q
Zero-profit locus
E
D
R^0
R^1
Iso-rider lines
F*
J
H
C
N
M
B
P
K
A
S*
Cab Hours of Service (S)

At fare-service combinations to the left of the zero-profit locus, such as H, firms in the taxi industry would earn positive profits, i.e., rates of return greater than the competitive level available in other activities. If entry were restricted and the right to operate a taxi could be sold or leased, medallions would command a price or rental equal to the present discounted value of these profits.

If the government imposed a mandatory fare equal to F* but did not impose entry restrictions, firms would enter the industry until profits equalled zero, and the equilibrium would be at C. If the government limited the maximum number of cabs and hence the maximum number of cab hours of service per hour to S*, the industry would operate along line APMHQG; the point at which it would operate would depend on the fare. If the government limited the maximum number of cabs to S* and set the fare at F*, the taxi industry would operate with fare and service combination H.

From the point of view of the taxi industry, there is some fare-service combination such as J at which joint profits would be maximized. If the government gave a single taxi firm a monopoly franchise and did not control the fare or service level, the firm would operate at J. If there was more than one firm, the firms might be expected to encourage the government to impose entry restrictions and fare regulations that would move the industry away from the zero-profit locus toward point J.

From the point of view of the economy as a whole, within the framework of this model the efficient position for the taxi industry would be somewhat to the right of the zero-profit locus, at a point such as K. Such a point is not attainable by the industry without a subsidy, however. A competitive taxi industry would not expand to the efficient level because there is an external economy. An increase in the number of taxis in service increases the number of vacant cabs and hence reduces the average waiting time for all riders and the average social cost of production for rides. It follows that when there are a number of taxi firms and one of them adds a cab, that firm cannot capture all the social benefits of the addition in capacity. As a result, given the efficient fare, there will be less than the efficient amount of service in the absence of a subsidy. This "waiting time externality" is discussed further in Section IV.A.8.

The model discussed here does not consider the external diseconomy involved in road congestion. Congestion externalities will be discussed further in Section IV.A.1. In theory, a negative congestion externality could at least partially offset a positive waiting time externality, in which case the efficient point would lie to the left of K. However, in Sections IV.A.1 and IV.A.8 we suggest that consideration of congestion externalities would not have much effect on the location of the efficient point, in which case the efficient allocation still would not lie to the left of the zero-profit locus when both congestion and waiting time externalities are taken into account.

With this qualification, suppose that K represents the "first best" efficient allocation. In the absence of a subsidy, the industry would be constrained to operate on the zero-profit locus. Subject to this constraint, the "second best" efficient allocation would be at a point such as B.[50]

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[50] In this discussion, B happens to be the point at which the number of rides is maximized as well. In general, the two points need not coincide. For a discussion of some of the assumptions that determine the relationship between efficiency and ridership maximization, see Frankena, 1983.

IV. RATIONALES FOR REGULATION

A. Potential Sources of Market Failure

An important contribution of economic analysis is the theorem that in the absence of market imperfections the forces of supply and demand will produce an efficient allocation of resources without government intervention. It follows that in order to justify government regulations in markets for taxicab services, one must begin by identifying imperfections in those markets that would lead to market failure. The market failure might take the form of over- or under-production of various taxicab services, production of the wrong qualities of service, or unnecessarily high costs of producing a given output. Whether any particular government regulation is justified depends on its success in increasing the efficiency of resource allocation, i.e., creating benefits that exceed its costs.

This section provides a discussion of ten imperfections that might occur in markets for taxicab services as well as a proposed rationale for entry restrictions based on enforcement costs for other regulations. We consider whether each imperfection is important empirically and whether each would justify some kind of government intervention. We conclude that restrictions on entry, on minimum fare levels, and on shared-ride service are not justified by these imperfections.

On the other hand, potential market imperfections might provide a justification for other forms of government intervention, including requirements that taxi firms post fares, ceilings on fares, and regulations dealing with matters such as vehicle safety and liability insurance coverage.

1. Congestion and Pollution Externalities

a. Congestion

Taking the level of non-taxi traffic as given, the operation of taxicabs on congested streets slows down other road users, increasing their time and money costs of travel. Taxis impose congestion costs not only when they are engaged but also when they cruise, when they stop to pick up and discharge passengers, and when they wait at stands located on public streets. Since taxicabs and their users do not pay for the congestion costs they impose, it has been argued that the number of taxi rides produced and the amount of cruising under congested conditions would be inefficiently high in the absence of government intervention. It has been suggested that restrictions on entry and cruising would increase efficiency.

The economics literature dealing with congestion suggests that passenger cars impose marginal congestion costs of over $.25 per mile when they use congested urban streets. For example, Dewees (1978, 1979) estimates the marginal congestion costs imposed by an additional morning rush-hour automobile trip on a number of different roads in an area similar to one about seven miles from downtown Toronto. The costs range from zero to over one dollar per vehicle mile. The marginal congestion costs, on average, were 25 cents per vehicle mile for all automobiles combined, 38 cents per vehicle mile for inbound automobiles, and 4 cents per vehicle mile for outbound automobiles. At mid-day the marginal congestion costs averaged 1.4 cents per vehicle mile for inbound automobiles.[51]

If road users are not charged for the marginal congestion costs they impose, the use of congested streets will be inefficiently high. Economists have often suggested that in theory the most efficient form of government intervention to correct this market failure would be imposition of road user charges that would vary with the extent of congestion.[52]

For a variety of political and economic reasons, governments do not in fact impose such congestion charges. The question is whether the efficiency of resource allocation would be increased in this situation by restrictions on the number of taxicabs and/or on cruising without restrictions on other types of road vehicles.

A limitation on the number of taxicabs or on cruising would reduce the amount of congestion cabs themselves cause, but there are several reasons to doubt that the benefits of such restrictions would outweigh the costs, or even that congestion would decline. Such restrictions would have costs in the form of increased travel costs for potential taxi riders, but offsetting benefits might be negligible, for three reasons. First, while there would be an inefficiently large number of private automobiles, it is not clear that there would be an inefficiently large number of cabs or excessive cruising in the absence of government intervention. Another market imperfection, discussed below in the subsection entitled "Waiting Time Externalities," would cause underproduction of taxicab services, particularly by cruising cabs. The market failure due to waiting time externalities would at least partially offset any market failure due to congestion externalities insofar as the number of taxicabs and the amount of cruising are concerned.

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[51] These estimates assume a value of travel time of $3.75 per vehicle-hour. For a more extensive summary of the literature on congestion costs, see Frankena, 1982, Chapter 2.

[52] Id.

Second, a restriction on the number of cabs or on cruising would lead to an increase in road use by private automobiles, and this would cause an at least partially offsetting increase in congestion. A reduction in the number of cabs and in cruising would lead to an increase in the time and money cost of travel by cab, which would divert some cab riders to private automobiles. Furthermore, any decrease in the amount of congestion would reduce the cost of travel for private automobiles and encourage their use of roads.[53]

Third, a restriction on the number of cabs would reduce use of taxis in parts of the city and probably at times of day for which congestion is not a serious problem. In such situations, a restriction on the number of cabs or cruising would yield no congestion-reduction benefits.

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[53] In New York City and London, traffic speeds increased significantly during taxi strikes, but this reflected very short-run responses. Kirby _et_ _al_., 1974, p. 96.

In addition, the extreme version of the congestion argument, namely that free entry would lead to downtown areas clogged with taxicabs, is refuted by the experience of cities such as Washington, D.C. and London, which have not restricted entry, and of the thirteen or more U.S. cities that opened entry in 1979-1984.[54]

If a city does conclude that the number of cruising cabs is inefficiently high, the problem would be inefficiently high fares. The appropriate policy would be a reduction in the maximum permissible fare, not a restriction on entry.

The preceding discussion has been concerned with general congestion of urban streets. A different, local congestion problem arises at cab stands at some airports and rail stations. In such cases, cabs impose delays on each other and on other traffic, and occasionally cabbies use force to allocate limited space.[55] Sometimes, the origin of the problem is high fares, which attract a large number of cabs. In these cases, the efficient policy would be to reduce fares, not to restrict entry. In some cases, the problem is that a scarce resource, space for taxicabs, is not priced. In these cases, the efficient policy might be to charge user fees at congested cab stands, not to restrict entry.

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[54] Kirby et al., 1974, p. 97. For another report criticizing the congestion argument for entry restrictions, see Palmer, 1983, Ch. 3, p. 5. Palmer also notes that free entry works well in Sarnia and Windsor, Ontario, which have populations of 50,000 and 250,000 respectively (p. 79).

[55] Palmer, 1983, Ch. 3, p. 2, reports that in Los Angeles in the 1920s cab drivers fought over waiting space in front of certain buildings. Zerbe, 1983b, p. 46, reports that following a switch to open entry at the Seattle Amtrak station in 1979: "Long taxi lines developed, taxis spilled out of the assigned areas, some drivers left their cabs (blocking access for Amtrak employees and passengers, as well as fellow cabbies), and some loitered in the
(footnote continued)

This subsection has concluded that congestion externalities do not justify restrictions on entry or cruising. It should be added that elimination of regulatory barriers to shared-ride taxi service might reduce congestion.

b. Air Pollution

Schreiber (1975) argues that air pollution externalities provide a justification for restrictions on the number of taxis and on cruising similar to that provided by congestion. If the level of air pollution per vehicle mile or hour was not subject to control, the arguments would be similar, except that the marginal pollution damage per vehicle mile is considerably less than the marginal congestion cost on busy streets.[56]

(footnote continues)

station aggressively seeking passengers. Independent drivers clashed with drivers of the lower-priced 'major' cab fleets." However, similar problems have been reported at the Chicago airport, which does not have open entry. Chicago Tribune, March 7, 1984.

[56] Frankena, 1982, Chapter 2.

Small (1977) estimated that on average air pollution costs would be at least 0.4 cents per vehicle mile in U.S. urban areas for a car without emission controls.[57] In another study, Dewees (1974) suggests a figure of about 1 cent per mile as the average air pollution cost in urban areas for a car without emission controls. Zerbe and Croke (1975) estimate that in Chicago the average air pollution cost imposed by cars, some of which had pollution control devices, was less than 1 cent per vehicle mile.[58]

In any event, it makes little sense to restrict road use, particularly by one category of users, to deal with air pollution. A more efficient approach would be to reduce the amount of pollution per vehicle mile or hour through emission standards or charges. Furthermore, air pollution standards are already imposed on automobiles, and additional measures might reduce efficiency.[59]

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[57] This is a lower-bound estimate because it assumes that the cost of illness and death is equal to direct medical expenditures plus forgone earnings, and because it does not include a number of forms of damage, such as the effects of lead emissions, discomfort, and household cleaning costs. Also, this is an average cost; according to Small, "it is certainly plausible to argue, for example, that damage of at least several cents per mile is caused in high-density central business districts by automobiles in slow-moving congested traffic."

[58] The pollution damage figures in these three studies are in current dollars from the mid-1970s.

[59] Langenfeld, 1983, concludes that the costs exceed the benefits from existing automobile air pollution standards.

2. Overpricing of Public Transit

If two goods are close substitutes in consumption and the first is priced above marginal cost, then the efficiency of resource allocation may be increased by pricing the second above marginal cost as well. The inefficiently high price for the first good would encourage inefficiently high consumption of the second unless the latter's price was also raised. It has been argued by Schreiber (1975) that taxi and transit rides are close substitutes and that transit rides are priced above short-run marginal cost. If this is true, transit use would be too low and taxi use would be too high. The efficient policy would be to reduce transit fares. A second best policy would be to raise taxi fares.[60] If neither of these policies is adopted, it is possible that a restriction on the number of taxis would increase efficiency.

Since public transit is heavily subsidized, it is implausible that on average, for various categories of public transit rides, prices are above marginal cost. Where transit fares do not vary with time of day, transit rides during off-peak periods when the transit system is not congested probably are priced above marginal cost. However, transit rides during peak periods when the transit system is congested probably are priced below marginal cost. And where transit passes are used, all rides for passholders are priced below marginal cost. As a result, it seems likely that transit fares are below as often as they are above marginal costs, and that it would not be efficient to restrict taxi service on the grounds that transit is mispriced.[61]

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[60] If transit were priced below marginal cost, a symmetric argument could be made for setting taxi fares below marginal cost.

3. Indeterminacy of Cruising Equilibrium

Section III describes a version of the model of an unregulated cruising cab market that has been used by a number of economists. In a cruising cab market, there is a range of fare and service combinations, shown by the "zero-profit locus" in Figure 1, at which the market would be in equilibrium.

Some of the models of the cruising cab market have added a further behavioral assumption that would determine the fare/service equilibrium uniquely, or restrict its range, without government regulation. Orr (1969) makes an arbitrary assumption about the equilibrium service level.[62] Douglas (1972) and Schreiber (1975) suggest that, because of the high cost to consumers of searching for lower fares, fare competition would be limited and the equilibrium would be at an inefficiently high fare level, e.g., where the level of vehicle hours of service would be maximized (point D in Figure 1). Coffman (1977) and Williams (1980a, b) challenge this view but do not present a complete model.[63] Beesley and Glaister (1983) simply assert that the equilibrium will coincide with the allocation that is most efficient given the zero-profit constraint, i.e., point B in Figure 1.

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[61] For a discussion of efficient transit fares, see Frankena, 1982.

[62] Orr assumes that there is a "normal" ratio of engaged passenger miles to vehicle hours of taxi service.

Thus, economists have not provided a model of the cruising cab market that would justify the conclusion that the forces of supply and demand would lead to an efficient fare and resource allocation. For reasons that are discussed in the following subsection, the fare in an unregulated cruising cab market might be inefficiently high, but it would not be inefficiently low. Thus, while this problem might justify a fare ceiling, it would not justify minimum fare regulation.

4. Impediments to Price Competition

Standard models of competitive markets assume that each firm faces a demand curve that is perfectly elastic at the market price. Such firms maximize profits by producing the level of output at which marginal cost equals price, which is efficient. If firms face demand curves that are not perfectly elastic, they maximize profits by charging prices above marginal cost, and industry output is inefficiently low. In this case, a government price ceiling might increase efficiency.

The demand curves facing individual taxi firms will not be perfectly elastic with respect to price, even when each firm is small relative to the market, if potential riders cannot costlessly select the cab with the lowest fare. If it is not worthwhile for potential riders to incur the search costs required to find and use a cab offering a lower fare, or if lack of information or opportunity would prevent riders from doing so, cabs will not have an incentive to offer lower prices. Such impediments to price competition might arise in the cruising cab market and at taxi stands at places such as airports.[64]

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[63] Douglas, Schreiber, Coffman, and Williams are discussed in the following subsection.

If fares are regulated but quality is not, a similar argument might apply to quality competition. That is, firms might be able to reduce quality below the efficient level without causing riders to turn down the first cab. In this case, driver and vehicle quality regulations might increase efficiency.[65]

a. Cruising Cabs

Consider a model of a cruising cab market similar to that developed in Section III but with additional behavioral assumptions adapted from Douglas (1972) and Schreiber (1975, 1977, 1981). Suppose that each cruising cab is owned by an independent firm, that cabs are free to choose any fare system they wish, and that cabs commit themselves to a fare structure prior to making contact with potential riders. Once a contact is

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[64] Wainwright, 1984, notes that following deregulation of fares in San Diego and Seattle, fleets concentrating on radio-dispatch service charged lower fares (for 5 mile trips) than did independent cabs concentrating on street-hail and cab stand service.

[65] See Gallick and Sisk, 1984. Of course, this should also be considered as an argument against fare regulation.

made, the rider has a choice between taking this cab, waiting for another cruising cab, and withdrawing from the cruising cab market segment (e.g., taking a bus or phoning for a cab).

Consider first the rider's choice between taking the first cab and waiting for another. A rider will accept the first cab as long as the excess of its fare over the expected fare that would be paid after waiting is less than the value of the expected waiting time. Suppose that initially there is a uniform fare for all cabs at a level that is low enough so that the average waiting time for a cruising cab is significant and it is rare for two vacant cabs to be within the view of a potential rider at one time. In this situation, each cab would have an incentive to raise its fare a bit since a small fare differential would not cause the loss of riders to other cruising cabs. No cab would have an incentive to cut its fare, since a rider would not turn down a cab that charged the uniform fare in order to wait for another cab.

In this model there would be an incentive to raise fares until average waiting time was reduced to a short interval. At some point, the fraction of riders who have more than one vacant cab in sight might become significant, and further price increases would be deterred by the resulting loss of riders.

Schreiber has argued that the result would be an inefficiently high fare in the cruising cab market segment unless the government imposed a fare ceiling. The inefficiency would involve having too many cruising cabs and too few passengers.

The welfare loss caused by this market failure would be limited by the fact that other forms of taxi service that are not subject to the same problems of achieving workable price competition could substitute for cruising service. In the cruising cab market segment it is costly for riders to locate cabs offering lower prices, and hence cabs do not have an incentive to lower prices. However, Coffman (1977) and Williams (1980a, b) point out two ways that taxis could offer lower priced services. First, taxis offering lower prices could wait at stands, where riders could find them at the cost of some additional walking compared to use of cruising cabs. Second, radio-dispatched taxis offering lower prices could be summoned by telephone, at the cost of some additional waiting. Nevertheless, one might argue that a government price ceiling for cruising cabs could increase efficiency even in this situation, since it might obviate this replacement of the cruising cab market.

Another way that the problems of price searching in the market for cruising cabs might be limited would be by formation of fleets of distinctively marked cruising cabs. A fleet would have a greater incentive to charge lower fares than would individually operated cabs for three reasons. First, because its cabs could be identified easily, a fleet would reduce search costs for riders looking for a lower fare. Second, the larger is the number of cabs charging a lower fare, the lower will be the expected cost to riders who turn down higher priced cabs. Third, a fleet might attract to the cruising market a group of riders who are unwilling to pay the higher fare charged by other cabs and who will wait until a fleet cab appears. As a result, unlike an individual cab, a fleet could get more riders by charging a lower fare. Coffman and Williams suggest that competition from fleets would prevent the type of market failure suggested by Schreiber.

b. Taxi Stands

Another situation in which price searching by riders and hence price competition among cabs might be limited is at taxi stands at locations such as airports. Price searching might be limited for three reasons. First, at airports many riders are from other cities and might not be aware that taxi fares are not uniform. Second, cab stands designed for a first-in-first-out allocation system, which makes sense when fares are set by the government, might not allow price shopping. Third, where permitted by law, some hotels sell exclusive service contracts to taxi firms. Eckert (1970) describes how Los Angeles has enforced exclusive cab stands and restricted the formation of competing stands.

Evidence on deregulation of taxi fares discussed in Section VI suggests that problems stemming from limited price competition have occurred at airports. To some extent, these problems may be transitional. If many cities deregulated their taxi industries, travellers would no longer be ignorant of the possibility that taxi fares are not uniform. Nevertheless, these problems might justify fare-posting requirements or fare ceilings. However, as an alternative to fare ceilings, it might be possible to redesign taxi allocation systems at airports so that consumers would be able to locate the lowest priced cab. For example, airports with holding areas for cabs could send the lowest priced cabs to the terminal rather than sending cabs on a first-come basis.[66]

5. Bargaining over Price

The preceding subsection considered the cruising cab market segment under the assumption that cabs commit themselves to a fare structure before making contact with riders. However, cabs might be prepared to bargain. It has been suggested that cab fares should be regulated in order to deal with two problems that might arise if cabs were free to negotiate fares.

The first problem with negotiated fares is that riders and drivers might have an incentive to devote resources to gathering information about fares, searching for low fares (in the case of riders) or high fares (in the case of drivers), and bargaining over fares. Palmer (1983, Ch. 3, pp. 2-3) and Gallick and Sisk (1984), have argued that one rationale for regulating fares is to reduce these transactions costs.

The second problem with negotiated fares is that drivers might exploit riders in bargaining over fares. Fare ceilings would prevent such exploitation. This argument is based on the assumption that the driver might be in a position to extract an unreasonably high fare, either because the rider might be faced with a high cost of finding another cab, or because a significant share of taxi riders are visitors to the city who would not have the information necessary to bargain effectively. However, Beesley and Glaister (1983) have noted that the rider might also be in a position to impose a low fare because the driver would be faced with the cost of finding another rider.[67]

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[66] Quality competition would still be difficult, and mandatory minimum quality standards might be required.

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[67] If exploitation of riders is a significant problem, one potential remedy would be to require cabs to post their fares or use meters. However, if cabs then discounted their fares in dealing with informed customers, a posting requirement would have little effect; cabs could simply post the fare they would have asked initially in the absence of the posting requirement and bargain as before. Taxis could be required to charge posted fares, but enforcement of an ordinance against discounts might be difficult. If posting of fares is not effective, it is conceivable that a fare ceiling would have benefits. Preventing exploitation of riders might be justified on equity grounds, but an efficiency argument can also be made. Suppose entry into the taxi industry is unrestricted and that taxi service is available at constant cost. If taxi firms act as first-degree price discriminators and extract all consumer surplus from riders, the extra revenue will cause the industry to expand beyond the efficient level, where the marginal social benefit and the marginal social cost of service are equal.

6. Economies of Scale

Economies of scale exist when the average cost of production declines as a firm's output increases. If the output range over which average cost declines is large relative to the size of the market, the number of firms in the industry may be small and firms may be able to charge prices above marginal cost without inducing entry. If so, industry output will be inefficiently low. In this case a price ceiling that prevents firms from exercising their market power could increase the efficiency of resource allocation.

There appear to be no important economies of scale in the case of markets for cruising taxis and markets where taxis wait at stands for customers to arrive, e.g., airport and hotel service.[68] Thus Eckert (1970, p. 431) argues that "small taxi companies can compete with fleets provided cruising is profitable or legal access to open stands is inexpensive relative to the gain."[69]

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[68] Turvey, 1960, p. 86; Meyer et al., 1965, p. 356; Beesley and Glaister, 1979, p. 3 and footnote 3; De Vany, 1977, p. 35; Palmer, 1983, Ch. 3, p. 3. Brown, 1973, concluded that larger firms can obtain lower prices for inputs such as gas, oil, and tires. However, independent taxis should obtain the same prices by organizing purchasing cooperatives. Two of the other potential market imperfections discussed in this section might provide an incentive to organize taxi fleets. First, in the absence of fare regulations, there might be an incentive for cruising cabs to form fleets offering lower prices. Second, taxi fleets could develop reputations and overcome potential problems arising from imperfect information about quality.

[69] However, taxi firms do enter into exclusive contracts with hotels, etc., for operation of taxi stands.

Where entry is not limited, independently owned cabs generally operate in significant numbers.[70] In New York City, some medallions are reserved for fleets while others are reserved for independents. The fact that the price of independent cab medallions is 20 percent higher than that for fleet cab medallions[71] suggests that scale economies are not important for cruising cabs.

On the other hand, there are significant economies of scale in radio-dispatch operations. First, economies would arise because of indivisibilities in the inputs used in dispatching, management, and advertising.[72] Second, a larger fleet would be able to provide service with less customer waiting time and less vacant cab hours or miles, because a rider calling a random cab company would be more likely to call one with a cab nearby if fewer dispatch systems controlled a given total number of cabs.[73] There are also economies of scale in negotiating for and providing contract services.

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[70] In New York City in 1930, prior to entry restrictions, 47.5 percent of cabs were independents. Schreiber, 1975, p. 273. Even if one observed a market dominated by a small number of large fleets, this alone should not be taken as evidence of market power as long as there were no barriers restricting entry by new firms if prices were raised above the level that would offer a normal rate of return. Gilbert and Samuels, 1982, pp. 93-94, suggest four factors that might discourage formation of large taxi firms using employee-drivers even if there were economies of scale. First, they speculate that it might be more difficult politically for a large firm to win approval of a fare increase because of its visibility. However, a large firm might be more effective at lobbying. Second, large firms are likely to be targets for union activity, which might raise labor costs. Third, firms that hire employee-drivers are subject to minimum wage laws and employment taxes. Fourth, large firms may find it more difficult to understate income for tax purposes. However, large firms can escape the second and third problems by leasing cabs to drivers, and associations of owner-drivers operating fleets could escape all these problems.

[71] Gilbert and Samuels, 1982, p. 92. One source attributes the price difference to the higher cost of labor to fleets due to unionization. Regulation, March/April 1982, p. 36.

[72] Indivisibilities exist when there are minimum feasible quantities for inputs, e.g., one dispatcher or one phone line.
(footnote continued)

These economies of scale in radio-dispatch and contract operations would be more likely to cause problems of market power and inefficient resource allocation in small urban areas than in large ones.[74] In addition, market power would not be a significant concern in areas where "hit and run" entry from neighboring jurisdictions is feasible or where good substitutes, such as public transit, exist.

Where there is market power, it may be efficient to impose a price ceiling on the service for which there are economies

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(footnote continues)

Palmer, 1983, Ch. 3, p. 31, reports that cab firms in Toronto and London, Ontario, had one dispatcher per 60 to 90 cabs in peak periods. Taxi firms also provide direct phone lines at hotels, hospitals, stores, and bars.

[73] Gelb, 1983b, p. 96, reports that average response time as well as service refusal rates for radio-dispatch service in Seattle varied inversely with fleet size.

[74] For a statement of this argument, see Palmer, 1983, Ch. 3, p. 10ff. Palmer suggests that a city with 250,000 people can support only 2 or 3 radio-dispatch/contract taxi firms. In some cases, government regulations may give an advantage to fleets. For example, Texas permits taxi companies in sound financial condition with more than 25 cabs to self-insure. North Central Texas Council of Governments, 1979, p. xvii-14.

of scale. In the case of taxis, this would be dispatching, management, and advertising. Where fleets are not vertically integrated, the prices that should be subject to maximum controls are those charged by the fleet organization to owner-drivers. However, maximum fares for taxi rides may achieve similar results.

7. Informational Problems

It may be difficult or impossible for riders to judge some aspects of cab service quality before they ride. Some of these aspects of quality can be judged by a rider on the basis of experience, however. Even for a single trip, drivers have an incentive to supply these aspects of quality because riders can adjust the size of the tip. This might be true of driver behavior.[75] Also, provided that a significant share of riders are repeat users or are able to learn about reputations, there will be an incentive to form fleets and to supply these aspects of quality in order to develop reputations and obtain business. This might be true of driver behavior, some driver qualifications, and some aspects of vehicle condition.

There are some aspects of quality that even regular riders might find difficult to judge, however, e.g., vehicle safety. Others might take a large effort for riders to determine, e.g., liability insurance coverage. In these cases, regulations governing quality might increase efficiency by reducing information costs and/or preventing inefficiently low quality service.[76] Thus, certain taxicab regulations might be rationalized by consumer protection arguments, as a substitute for information disclosure.

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[75] See Gallick and Sisk, 1984, p. 7.

8. Waiting Time Externalities

An increase in the number of taxis in service increases the number of vacant cabs and hence reduces average waiting time for all riders and the average social cost of production for rides. It follows that when there are a number of taxi firms and one of them adds a cab, that firm cannot capture all the social benefits of the addition in capacity. As a result, even if there are no barriers to entry there will be less than the efficient amount of service.[77]

One solution to this potential market failure would be to subsidize taxi service. A similar argument is widely accepted as a justification for public transit subsidies.[78]

In Section IV.A.1 we concluded that congestion externalities would not provide a justification for entry restrictions in the taxi industry. Consideration of waiting time externalities further weakens the argument for entry restrictions, because allowing for both negative congestion externalities and positive waiting time externalities, there is no a priori reason to believe that an unregulated market would oversupply taxi service in general or cruising in particular.

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[76] Eckert, 1970, p. 452, suggests that liability insurance requirements save consumers the costs of collecting information concerning which taxis and drivers are bonded.

[77] This point is made by Beesley and Glaister, 1983, and by Tolley _et_ _al_., 1984, p. 22.

[78] Mohring, 1972. See also Douglas and Miller, 1974b.

9. Inefficiently High Taxi Fares

Taxi fares might be inefficiently high for two reasons. First, they might be set at a high level by the taxicab regulatory authority. Second, in the absence of a fare ceiling at the efficient level, some of the potential sources of market failure discussed above might lead to high fares. As a result, high fares might be an important distortion in taxi markets, and efficiency gains from reducing fares might be large. However, if inefficiently high fares must be taken as given, then restrictions on the number of taxicabs could conceivably increase efficiency.[79]

a. An Extreme Example: An Airport

Consider the situation that seems to exist at some airports. Taxi fares are set at very high levels. At these fares, cabs are willing to wait a long time to get a passenger. Entry is restricted, and hence cabs earn an above-normal rate of return, but the number of cabs is sufficient that passenger waiting times are zero.

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[79] A technical discussion is provided in Appendix A. Very brief statements of this argument appear in De Vany, 1975, pp. 93-94, and Schroeter, 1983. A longer exposition appears in Tolley *et al.*, 1984, pp. 27-32.

In this situation, removal of entry restrictions without a reduction in fares would lead simply to a lengthening of the taxi line and a drop in the occupancy rate until average revenue equals average cost per hour. From society's point of view, costs would increase, but there would be no benefits. Thus, given the fare, an entry restriction would be second best efficient. From an income distributional point of view, taxi owners would lose and no one would gain from removal of entry restrictions.

b. Another Example: Airline Regulation

Prior to airline deregulation, the Civil Aeronautics Board set US domestic interstate airline fares at an inefficiently high level but did not limit airline flight frequency or various aspects of quality. Since fares were high relative to the marginal cost of providing the efficient service, airlines competed for passengers by adding extra flights and increasing service quality (e.g., meals) even though passengers' marginal willingness to pay for the extras was less than the marginal social cost. Given the high fares, constraints on the number of flights, etc., might have been second best efficient. Unlike the airport taxi example, the second best constraints would have made consumers worse off in the airline regulation case. However, airlines would have gained more than consumers would have lost.[80]

c. Radio-Dispatch and Cruising Segments

Subsection (a) explains the relevance of the problem discussed here to the airport segment of the taxi market. A less extreme version of the problem could conceivably arise in the cruising and radio-dispatch segments as well.

Suppose the government sets the fare well above the efficient level in the latter market segments. In the absence of entry barriers, cabs will enter until profits are zero, even if the cost of additional cabs is greater than the willingness of consumers to pay for the resulting reduction in waiting time. Given the fare, an entry restriction could therefore be second best efficient because it would prevent dissipation of rents. Elimination of such an entry barrier would be inefficient. Although consumers would unambiguously gain from removal of entry barriers because waiting times would decline, owners of taxi firms would lose more than consumers would gain. Tolley *et al*. (1984, pp. 28-31) report some simulations that suggest that under some assumptions deregulation of entry without a reduction in fares might reduce efficiency in each of the major taxi market

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[80] See Douglas and Miller, 1974a, b. In the case of airlines there are no important barriers to fare competition and no significant economies of scale. Hence, the inefficiency caused by high airline fares could clearly be solved by ending fare regulation. The effect of taxi fare deregulation is less straight-forward.

segments (cruising, dispatch, and airport). Further simulations suggest that the problem is likely to occur at airports, is conceivable but by no means certain in the cruising segment, and is unlikely in the radio-dispatch segment.[81]

10. Mispricing of Taxi Trips

A number of the preceding subsections have suggested rationales for fare regulation. An attempt to regulate fares may price some categories of trips so low that they would involve losses for taxi firms. Firms would have an incentive to refuse service in such cases even though most of the riders involved might be willing to pay enough to make the service profitable. This problem is an argument against fare regulation, but if fares are regulated it provides a possible rationale for prohibitions against service refusal and for requirements to provide service at certain places or times.

While some mispricing of this sort may be unintentional and random, it is sometimes suggested that as a matter of social policy cities may deliberately set unprofitably low fares (or avoid surcharges) for certain categories of trips, e.g., during periods and at places where demand is low.

The efficient policy would be to permit (or impose) fare surcharges for the unprofitable categories of trips. If this is not done, a second best policy would be to provide an explicit subsidy for the service in question. A prohibition against service refusal or a requirement to provide certain services involves a cross-subsidy, i.e., a tax on some categories of trips to finance a subsidy for other categories, and would be (at best) a third best policy.

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[81] Additional simulations were carried out by George Tolley and Charles Kahn under a Federal Trade Commission contract.

It is sometimes argued that a prohibition against service refusal or a requirement to provide certain services would not be effective without barriers to prevent the entry of independent cabs. Suppose a city has adopted a fare structure that makes off-peak service unprofitable. If there are no restrictions on entry by independent cabs, it might be difficult to get any firm to offer the unprofitable off-peak service. First, it might be costly to enforce a requirement that independent cabs operate at unprofitable times, since it would be difficult to monitor the times that independent cabs operate. Second, if independent firms are free to enter and to operate only at high demand times, they will drive profits down to a normal level at these times (behavior that is referred to in the industry as "cream skimming" or "cherry picking"). As a result, it would not be possible to induce larger firms to provide service at unprofitable times because they would not be able to balance the resulting losses with above-normal profits at any other time. If larger firms were required to provide unprofitable services, they would go out of business.[82]

This rationale for entry barriers is weakened by the fact that requirements to provide service may not be effective even with such barriers. Complaints about service refusal are common in regulated cities. Low-income, minority neighborhoods frequently are not served by licensed cabs and depend on unlicensed, gypsy cabs.[83]

11. Enforcement of Taxi Regulations

The arguments in the preceding subsections have suggested that a number of taxicab regulations, including fare ceilings, prohibitions on service refusal, and insurance and vehicle quality requirements, might be justified on efficiency grounds. It has been suggested that additional regulations may be justified to reduce the cost of enforcing these regulations.

Gallick and Sisk (1984) suggest that entry barriers that enable incumbent taxi firms to earn above-normal returns, particularly transferable medallions, would reduce the cost of enforcing regulations. They argue that it would be less costly for the government to obtain compliance by firms that depend on license renewals to continue earning above-normal profits than to obtain compliance by firms that stand to lose little if their violations cause them to be excluded from the industry.

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[82] In their study of cities in England, Coe and Jackson, 1983, p. 11, found that the experience of only one district among the six that had no entry barriers gave any support to the hypothesis that lack of entry barriers would lead to a lack of cabs at non-peak periods.

[83] See footnotes 3 and 127.

There are three problems with this argument that lead us to conclude that it does not justify entry restrictions. First, some cities with entry restrictions do not use suspension or revocation of licenses to enforce other policies. For example, Kitch et al. (1971) report that cab companies violated Chicago ordinances requiring use of 75 to 90 percent of licenses and prohibiting service refusal and yet did not lose their licenses in spite of the fact that medallions were worth over $15,000.[84] Second, even if entry barriers reduce enforcement costs and/or increase compliance rates, it is not obvious that the resulting benefits would be significant when compared to the efficiency costs that would result from restricting entry into the taxi industry. It seems likely that the benefits of increased cab service and competition that result from open entry would greatly exceed any benefits from reduced enforcement costs under a medallion or other restricted entry system. Third, the alleged enforcement advantages of a restricted entry system could be achieved without entry barriers if cab firms were required to post bonds that would be forfeited in the event of violations of taxi regulations.

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[84] Kitch et al., 1971, pp. 292-297. The review of the history of taxi regulation in Section IV.B.2 makes it clear that the enforcement cost argument was not originally used to motivate entry restrictions.

It might also be suggested that restrictions that would reduce the number of taxi firms, including franchise and minimum size requirements, would reduce the costs of enforcing various taxi regulations. One must, however, weigh the advantages of lower enforcement costs against the inefficiency that would result from limited competition.

12. Conclusion

Under some circumstances, because of market imperfections certain regulations could increase efficiency: requirements that cabs post fares, fare ceilings, and minimum standards affecting the quality of service, including vehicle safety and liability insurance coverage. In addition, if fares are regulated in such a way that certain categories of service are unprofitable, prohibitions against service refusal, requirements to provide service at certain times and places, and requirements that firms operate some minimum number of cabs may be second best efficient. However, restrictions on entry, minimum fare controls, and restrictions on ride-sharing (including dial-a-ride and jitney service) reduce rather than increase efficiency.[85]

If fares are much above the efficient level, and if they do not decline significantly when entry restrictions are removed, then removal of entry restrictions might conceivably be inefficient. However, one could conclude that removal of entry restrictions would be efficient if one of the following was established:

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[85] Palmer, 1983, Ch. 3, pp. 77-87, argues for deregulation of entry with continued regulation of fares, provided fares are set efficiently. He also suggests that it might be best to limit fare regulation to ceilings.

(1) Fares are not very much above efficient levels, and fares will not increase to inefficiently high levels as a result of elimination of entry restrictions and other revisions in taxicab regulations. This condition might not be met for three reasons. First, fares might be very much above efficient levels. Second, elimination of entry restrictions and hence above-normal profits might induce regulatory authorities to raise regulated fares to inefficiently high levels.[86] Third, if elimination of entry restrictions is accompanied by elimination of restrictions on fares, taxi fares might increase because of some of the market imperfections discussed above.

(2) Fares are very much above efficient levels, but they will decline significantly toward the efficient level as a result of elimination of entry restrictions and revisions in fare regulations. Fares might decline because of a reduction in the regulated fare (or replacement of the regulated fare by a fare ceiling at a lower level). Alternatively, fares might decline because of price competition among taxicabs. This is particularly likely in the radio-dispatch market segment.[87]

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[86] Douglas and Miller, 1974a, b, suggest that regulation of airline fares without restrictions on flight frequencies had this effect, which they called the "ratchet effect."

[87] See the discussion of the effects of deregulation in Seattle in Section VI.

B. Regulation in Practice

Although theoretical justifications can be offered for some taxicab regulations, there are four reasons for skepticism concerning whether such taxi regulations would generally increase efficiency in the real world. First, regulation has inevitable administrative costs for governments and cab companies. In recent years complaints about administrative costs have focused on the process of changing regulated fares.

Second, the analytical and informational problems involved in determining the efficient levels of the relevant policy variables are great. It is one thing to argue that market imperfections might lead to an inefficiently high taxi fare. It is another to figure out what fare would be efficient. Many of the agencies that regulate taxis (e.g., police departments) have no economic expertise. Verkuil (1970, p. 693) reports that "rate regulation in New York is completely haphazard."

Third, most regulations impose an inefficient uniformity on the market. For example, it might be efficient to have different qualities of cab service available at different fares. However, fare or quality regulations might lead to a homogeneous service. Also, fare regulations and requirements to use meters are likely to interfere with efficient variations in fares between peak and off-peak periods, between different parts of the city, and between radio-dispatch and cruising service, and they are apt to interfere with the market's ability to reallocate resources in response to changes in costs and demand.

Fourth, and probably most important, the evidence suggests that taxi ordinances and the government agencies that regulate taxis may not be motivated primarily by concern for market failures and achievement of an efficient resource allocation. This is apparent from the fact that a number of common regulations (e.g., restrictions on entry, minimum fares, and ride sharing) have no persuasive efficiency justification. The following subsection discusses some of the apparent motivations behind taxi regulations other than prevention of market failures.

1. Motivations for Regulation

a. Protection of Public Transit and Taxis

An important motivation for taxi regulation, particularly for restrictions on entry and on the range of services offered, has been protection of public transit systems and existing taxi firms from competition.[88] Entry restrictions enable taxi owners to earn a return on their investments that is greater than that available in other activities. This conclusion is supported by the review of the history of taxi regulation in the following subsection and by the data on medallion prices in Table 5.

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[88] Taxi regulations protect the owners of taxi companies; there is no reason to expect the drivers to benefit unless they are also owners. On the contrary, if the supply curve for drivers is upward sloping, drivers would be made worse off by regulations that reduce the derived demand for their labor. This matter is discussed further in Section V below. Palmer, 1983, Ch. 3, p. 11, reports that in 1977 in London, Ontario, the "City Council was initially hesistant about increasing fares until it was pointed out to them that a taxi fare increase would generate additional bus ridership, reducing the necessary subsidy to the bus system."

b. Promotion of City Image

To some extent, taxi regulations may have been used to create taxi systems that would appeal to high-income business people and tourists visiting the city, as well as to high-income local residents. To the extent that local business interests and high income people have more political power than lower income people, taxi regulations may have been used to create a transportation system more appropriate for people on expense accounts than on fixed incomes.

There is some evidence that regulation of taxicabs in Atlanta and San Diego may have been supported mainly by non-taxi businesses concerned with the convention trade. Paratransit Services (1983, pp. 6-7) reports that:

> "In the 1970s, Atlanta emerged as a major commercial and convention center. These changes alerted the business community that Atlanta's taxicab industry was a key element in creating a progressive and attractive image for the city. These concerns were highlighted by frequent visitors' complaints about taxicab service. In fact, the concern among business leaders was so great that the Atlanta Chamber of Commerce donated staff resources to draft a new ordinance.[89]

c. Self-Interest of Regulators

The nature of taxi regulations may also have been influenced by the self-interest of regulators, according to Eckert (1973). Economists modeling bureaucracies and regulatory agencies often assume that the decision makers are utility maximizers who pursue economic efficiency only to the extent that it contributes to their own utility. Thus, they predict that these agencies may sacrifice efficiency in order to increase the level of regulation where this would lead to an increase in salaries. Alternatively, they predict that these agencies may sacrifice efficiency in order to minimize their work load.

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[89] Atlanta's experience with open entry and regulation is discussed in more detail in Section VI.

This framework has been applied to taxi regulators by Eckert (1973), who hypothesizes that the form of taxi regulation will be different when there is a permanent regulatory agency run by career bureaucrats (e.g., a police department) than when there is a regulatory commission consisting of unpaid members appointed for limited terms. This is because of the different incentives of the two types of officials. He hypothesizes that career bureaucrats will have an incentive to increase their salaries, and hence the sizes of their bureaucracies and the amount of regulation, while appointed commissioners will have more incentive to simplify their jobs and hence reduce the number of taxi firms they deal with. He finds, inter alia, that regulatory commissions are more likely to grant monopoly franchises, to set up exclusive cab stands, to impose uniform rates, and to disallow leasing of cabs. All of these regulations limit the number of parties that the commissions must deal with.[90]

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[90] In each comparison, Eckert finds statistically significant differences between bureaucracies and commissions. However, Eckert's results are not particularly strong and the dividing line between commissions and bureaucracies is not bright. In addition, usable data exist on only six commissions in the set of 33 cities. Eckert, 1970, uses this model to rationalize taxi regulation in Los Angeles in the 1920s and 1930s.

d. Quality of Taxi Service

It is sometimes argued that a combination of minimum fare regulations and entry barriers is justified to raise the quality of taxi service.[91] The argument is that this combination would increase the profitability of taxi rides but prevent the dissipation of profits through entry of additional cabs. If the number of cabs was large enough so that cabs were not fully utilized, cab firms would allegedly have an incentive to increase the quality of their vehicles and drivers in order to attract more riders.

There are serious problems with this argument. It would apply only to aspects of quality that riders can readily evaluate and only to taxi market segments in which cabs are able to compete on the basis of quality, e.g., vehicle appearance in the radio-dispatch segment. However, there is no reason to expect the unregulated market to under-supply quality in these cases. Thus, if the regulations being considered here did in fact increase quality, one would expect such increases to be inefficient, i.e., not worth their cost.[92]

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[91] Gallick and Sisk, 1984 suggest this justification for minimum fare regulations. They do not suggest entry barriers in this context.

[92] Regulations that held up airline fares led to inefficiently high levels of service, which people did not want to pay for. Douglas and Miller, 1974a, b.

These regulations would do nothing to deal with the two potential quality problems we identified earlier as possible justifications for government intervention. The first problem might occur where fares are subject to ceilings and search costs limit quality competition (e.g., in the cruising cab segment and at airport cab stands).[93] The second problem might occur in the case of aspects of quality that riders cannot evaluate, or can evaluate only at a high cost.[94] While quality might be under-supplied in both these situations, regulations that would increase the profitability of cab service would not provide firms with an incentive to increase the quality of service in such cases. Thus, these regulations would not be a substitute for direct quality standards.

In any event, it is obvious from the high market prices of medallions (see Table 5 below) that a large share of the excess taxi firm profits that result from entry barriers are not used to increase the quality of service, even when there are minimum fare regulations.

e. Other Suggested Justifications for Regulation

It is sometimes suggested that taxi licensing is motivated by government revenue considerations, but this is refuted by the low license fees charged. These fees capture only a small share of the above-normal returns earned in the taxi industry. Revenue is not a significant consideration except in the case of exclusive franchises at airports, which are occasionally sold to the highest bidder.[95]

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[93] See Section IV.A.4 above.

[94] See Section IV.A.7 above.

It has been suggested that taxi regulations reduce accident rates or costs. However, special concern about accident rates for taxis beyond that for other road vehicles appears to be unjustified; taxis do not have a higher accident rate per mile than do other automobiles.[96]

It has been argued that taxi regulations reduce criminal activity on the part of drivers and associated law enforcement costs. While this might be true for regulations concerning driver qualifications, this does not provide a rationale for other taxi regulations.[97]

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[95] Kirby _et al_., 1974, p. 69.

[96] Kirby _et al_., 1974, p. 97. Regulations concerning matters such as driver qualifications and vehicle condition that affect the safety of third parties, including pedestrians, could be rationalized on externality grounds. However, such third-party externalities do not provide a persuasive reason for safety regulations affecting taxis to be different from those governing all drivers and vehicles. On the other hand, it might be efficient to have stricter enforcement of safety regulations for taxis, because the benefits of enforcement would be greater for vehicles that travel more miles per year.

[97] For discussions refuting some of the common misconceptions about the benefits of taxi regulation, see Kirby _et al_., 1974, esp. pp. 92-99, and Kitch _et al_., 1971, esp. pp. 302-316.

2. History of Taxi Regulation

Prior to 1929 there were three major types of government regulations affecting taxis: (1) maximum fare regulations; (2) consumer protection regulations requiring posting of fares and/or use of meters,[98] licensing of drivers, and insurance coverage; and (3) restrictions on jitney operation, including prohibitions against ride sharing, which were imposed around 1915 to protect streetcar systems from competition.[99] However, there were few (if any) direct restrictions on entry into the taxicab industry or minimum fare requirements that would have limited price competition.[100]

This situation changed dramatically between 1929 and 1937. Many cities passed ordinances that established commissions to regulate the taxi industry and imposed restrictions on entry, minimum fares, and various other requirements. By 1932, eight states had authorized their commerce commissions to regulate taxicabs as common carriers.

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[98] Although a requirement to use meters can be rationalized as a measure to protect consumers from being overcharged, a major political motivation for the requirement was to protect public transit by restricting ride sharing in taxis.

[99] Eckert and Hilton, 1972, provide a detailed discussion of the restrictions imposed on jitneys.

[100] Gilbert and Samuels, 1982, Chapter 5. The 1925 entry restriction in Los Angeles, which is discussed below, is an exception.

While some commentators have suggested that this movement was a response to conditions during the Depression, it appears to have begun during the late 1920s, following taxi fare reductions and a number of fare wars. However, the trend accelerated during the early 1930s, when both car prices and wages dropped. Many unemployed workers entered the taxi industry using rented cars, and as a result taxi fares, occupancy rates, and revenues per cab declined. Pressure for restrictions on the taxi industry came from the American Transit Association, public transit firms, the National Association of Taxicab Owners (which passed a resolution favoring entry and minimum fare controls), and the established taxi fleets.

State and local regulation of entry and fares in the taxi industry coincided with the extension of federal regulations to interstate transportation. The Motor Carrier Act of 1935 imposed federal regulation on entry, routes, and rates in the motor truck and intercity bus industries, and the Civil Aeronautics Act of 1938 imposed federal regulation on the airline industry.

According to Eckert (1970), in 1925 Los Angeles began to restrict entry of new taxi firms on the basis of public convenience and necessity, although this legislation lapsed temporarily during 1928-31. At the same time, Los Angeles established exclusive taxi stands, required use of taximeters, and prohibited advertising of fares. In 1929 it began to restrict the number of vehicle permits. Beginning in 1931 it offered all new permits to existing firms and authorized no new firms to enter the industry, in spite of applications. Yellow Cab began to establish a monopoly position in 1934 by buying out other firms. Legislation also established maximum and minimum fares. As far as the timing of regulation in Los Angeles is concerned, Eckert (1970, p. 433) notes: "The Depression brought on spurts of intense price competition as the demand for taxi service declined and some firms failed, but all of this followed, rather than preceded, the erection of nearly all significant entry barriers."

Kitch _et al_. (1971) report that entry restrictions were first imposed in Chicago in 1929. The legal barriers were dropped temporarily in 1931, but no new licenses were issued in spite of applications, and entry controls were reimposed in 1934 by a regulation providing that licenses would be issued only after a showing that they were required by public convenience and necessity. Yellow and Checker bought out other companies during the 1930s. A requirement that taxis use meters was imposed in 1922, and there was a fare ceiling, but in the late 1920s and early 1930s, the ceiling was not binding. In 1934 minimum fare controls were imposed "to eliminate price competition and make taxicab operations more profitable" (pp. 304-05).

Rosenbloom (1968, p. 413) reports that in 1930 Boston limited the number of taxis to 1,575, and no additional licenses had been issued by 1980. Zerbe (1983, p. 1) reports that Seattle also imposed entry restrictions in 1930. The number of taxis was restricted to one for every 2,500 residents, and fares were specified.

According to Schreiber (1975) and Gilbert and Samuels (1982, p. 66), New York City did not regulate entry or fares, except for a requirement to use meters, until 1937. In 1937 the Haas Act limited the number of taxis to 13,566. No new licenses have been issued since, and as a result of retirement of licences during World War II, the number is now about 11,800.

Efforts to impose entry restrictions and requirements for taxi meters on the Washington, D.C., taxi industry were blocked by Congress.[101]

In 1932-36, there were 93 U.S. cities with populations in excess of 100,000. Table 2 shows how the number of these cities with three types of taxi regulations increased between 1932 and 1936. In addition, as of April 1932 at least 53 cities with populations over 25,000 required taximeters, seven required specially built taxi vehicles, and eight others mandated design features for vehicles.[102] Gilbert and Samuels (1982, p. 73) note: "The taximeter requirement made the taxi operators providers of exclusive-ride service. Unable to provide shared-ride service, taxis could no longer compete with mass transit modes. This was welcomed by the mass transit operators."

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[101] Transit Journal 80, January 1936, p. 25, and Eckert, 1973, pp.93-94.

[102] Gilbert and Samuels, 1982, p. 71.

Table 2

Taxi Regulations in U.S. Cities with Populations over 100,000

Type of Regulation	Number of Cities	
	Jan.1,1932	Jan.1,1936
Taxis licensed only after proof that public convenience and necessity requires additional service	33	57
Fixed ceiling on number of permits	≥2	n.a.
Minimum fare regulation	20	34
Taxis required to have insurance or be bonded	66	73*

n.a.: not available

*Four more granted certificates of public convenience and necessity only to financially responsible operators.

Source: *Transit Journal* 80, January 1936, pp. 23;
Gilbert and Samuels, 1982, p. 71.

A contemporary account dealing with 1932 describes in detail how taxi regulations proliferated during this period:

> Briefly the developments of the year may be summarized as follows: Codes, setting forth in detail the regulations for every phase of taxicab operations, were prepared and adopted in three cities with a population of more than 100,000 during 1932. Ten cities enacted laws placing taxis under the jurisdiction of a Public Service Commission or a Taxicab Board, eight required a showing of convenience and necessity before issuing licenses, four required permits or licenses and fourteen adopted measures intended specifically to limit the number of cabs in operation. To drive out the cut-rate cabs and to end rate wars, three cities increased the minimum rate of charge, fifteen established a minimum rate, and two adopted a uniform rate. Seven cities specified a maximum fare, and most of these also set a minimum rate. Flat rate taxis were dealt several serious blows, for three cities eliminated the zone system and fourteen required the installation and use of taximeters. Eleven cities made it compulsory to carry liability insurance, one increased the amount of insurance to be carried, two asked for posting of bonds, and three required a privilege tax or increased the license fee. Measures were passed in six cities to reduce cruising on the streets.[103]

The discussions of the early 1930s emphasize that the motivation behind the regulations was "to drive many cut-throat cabs, operating without authority, from the streets" and to enable the organized cab fleets and transit companies to increase their profits.[104] Restriction of entry was not motivated by a concern for congestion or pollution externalities.[105]

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[103] Transit Journal 77, March 1933, p. 84.

[104] Transit Journal 77, March 1933, p. 84.

[105] Transportation Center, 1958, pp. 61-63.

V. ECONOMIC EFFECTS OF REGULATION

This section discusses the effects of taxicab regulations on industrial structure; on fares, service, costs and related variables; on the efficiency of resource allocation; and on the distribution of income. It also discusses medallion prices and the inferences that can be drawn from them. The discussion here is based on the experiences of cities under regulation as well as the experience of Washington, D.C., with open entry. Evidence from cities that have deregulated in recent years is discussed in Section VI.

A. Effects on Industrial Structure

Four of the taxicab regulations described in Section II.D restrict the number of firms in the taxicab industry and contribute to the development of market power:

1. Franchises

Some cities and airport authorities use franchise requirements to limit the number of firms in the taxicab industry. Exclusive franchises create monopolies.[106]

2. Numerical Restrictions on Taxicabs

If the regulatory authority puts a ceiling on the number of taxicabs, a small number of firms may be able to acquire enough licenses so that they have market power,[107] even though some licenses may be owned by independent operators. According to Eckert (1970, p. 407), Cleveland provided an example of this sort of market; one company controlled all outstanding licenses.[108] In 1971, Chicago provided another example; two companies with common ownership had 80 percent of the licenses.[109]

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[106] In Houston, which franchises taxi firms, one company has 80 percent of the licenses.

However, restrictions on the number of taxicabs do not always lead to market power, i.e., the market may continue to be composed of a large number of firms, each of which is sufficiently small that it continues to act as a price taker, even though each firm may earn an above-normal rate of return.

One way to demonstrate that a firm is exercising market power and that the fare/service combination observed does not result from licensing alone would be to show: (1) taxi medallions command a positive price, and (2) the firm in question is not using all the licenses it has. This situation existed in Chicago in the 1960s and mid-1970s, when Yellow and Checker left a significant share of their licenses unused; in Cleveland in 1978, when the monopoly firm held 576 licenses but operated only

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[107] Where the fare is determined exogenously, market power would involve a marginal revenue from vehicle hours of service that is less than the average revenue.

[108] Other information indicates that one firm has owned all licenses since 1934.

[109] Kitch et al., 1971. Checker Taxi owns 80 percent of Checker Motors, which owns Yellow Cab.

240 cabs; and in Kansas City, Missouri, in 1982, when the city's largest cab operator held 200 inactive permits.[110]

3. Allocation of New Licenses

In addition to restricting the number of taxicabs at any given time, regulatory authorities sometimes have explicit policies regarding the allocation of any additional licenses granted. These allocation schemes can contribute to the anti-competitive impact of regulation.[111]

4. Firm Size and Service Requirements

Municipal government requirements that all taxi firms operate at least a certain number of cabs act as barriers to entry and hence may reduce competition in the taxi industry.

B. Effects on Industry Performance

Government regulations, and the exercise of market power created by those regulations, can be expected to change the nine aspects of industry performance discussed below. Much of the economics literature on the taxi market is designed to provide predictions about the nature of these effects, particularly effects on fares, cab hours of service, waiting time, and number of rides. Section III describes the formal model of the taxi industry that underlies this discussion.

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[110] *Reason*, August 1983, p. 16. Kitch *et al*., 1971, pp. 293-94, 296-97, 299. There may be other examples; according to the review of the industry by Wells and Selover, 1972, p. 8-8, "until recently, most companies experienced driver shortages of as much as 20 percent...This means that many firms have not been able to fully utilize their taxicab fleets." Since it is difficult to imagine how there could be a driver shortage, failure to fully utilize a fleet suggests monopoly restriction of service unless medallion prices are zero.

[111] As we noted in Section II.D, in Los Angeles, Yellow Cab had a right of first refusal for new licenses. In Chicago, a 1963 ordinance tightened an agreement made in 1937 and provided that 80 percent of any new licenses would be allocated to Yellow and Checker, so that their dominant position would be preserved in the event of expansion of the industry. Kitch *et al*., 1971.

1. Fare Level

In the absence of mandated fares, most taxi regulations would affect fares. One would expect restrictions on the number of firms, the number of taxicabs, and shared-ride service to lead to higher fares. However, since virtually all cities regulate fares, this effect is not automatic. A city could restrict entry and yet prevent fares from rising, in which case the impact of entry restrictions would be felt by consumers through increased waiting times. Alternatively, a city could mandate a high fare without having other taxi regulations.

There are reasons to believe that regulation has led to higher fares. First, some cities determine fares on the basis of target revenue-cost ratios and rates of return. In these cases, regulations that raise costs or restrict shared-ride service would lead to higher fares, at least in the radio-dispatch market segment in large cities, where price competition is workable. Second, some cities appear to ratify whatever fare taxi firms request.[112] In these cases, regulation tends to raise the fare to the joint-profit maximizing level. Third, we computed taxi fares for various hypothetical trips in a sample of cities. Table 3 shows the fare for a three-mile trip taken by one person, based on flag-drop and mileage charges. Table 4 compares the fares for various trips in Washington, D.C., based on Washington, D.C.'s zone fares and meter rates in several other cities.[113] Fares in Washington, D.C., which has free entry and a high ratio of cabs per capita (see Table 1), are lower than those in other large cities.[114]

2. Number of Cab Hours of Service

Numerical restrictions on licensing directly reduce the number of taxicabs in service, at least during peak periods, and other entry barriers limiting the number of firms would probably

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[112] Eckert, 1970, p. 427, and Kitch et al., 1971, p. 289. Palmer, 1983, Ch. 3, p. 64, reports that fares and revenues per shift were high in Orange County South, California, which franchised only one taxi firm.

[113] The figures in Tables 3 and 4 ignore extra charges for idle time, additional passengers, rush-hour travel, etc. Since extra charges vary among cities, the ranking of cities depends to some extent on the omission of these extras. Some of the difference among fares in different cities is explained by the length of time that has elapsed since the last fare increase. Delay in fare increases helps to explain why fares in some cities that have mandatory fares are below those in San Diego, Phoenix, and Seattle, which do not have minimum fares.

[114] In Table 4, fares for Washington, D.C., are actual fares. Fares for other cities are based on meter rates for the airline distance of the trip, which is less than the road distance. As a result, fares in other cities are understated.

Table 3

Ranking of Cities by Fare for Three-Mile Taxi Trip by One Person, 1984[a]

City	Fare ($)
Los Angeles	5.90
Pittsburgh	5.00
San Francisco	4.90
Boston	4.75
Philadelphia	4.74
San Diego	4.60
Portland	4.50
Phoenix	4.45
Seattle	4.40
San Jose	4.40
Miami	4.20
Minneapolis	4.15
Denver	4.05
Ft. Worth	4.05
Columbus	4.00
Cleveland	3.95
Cincinnati	3.90
New Orleans	3.90
Houston	3.85
Atlanta	3.80
Jacksonville	3.80
Milwaukee	3.75
Kansas City	3.70
New York	3.70
Memphis	3.65
Chicago	3.60
Detroit	3.60
Dallas	3.60
San Antonio	3.45
St. Louis	3.15
Oklahoma City	3.15
Indianapolis	3.10
Baltimore	2.70

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[a] Fares are based on flag-drop charge plus mileage charge only.

Source: New Orleans: FTC Survey.
Baltimore and Oklahoma City: International Taxi Association, Rate Sheet, May 1983.
Other Cities: Joseph M. Chernow, Houston, Texas.

reduce the number of cabs in service below the competitive level. Studies of Chicago and Los Angeles suggest that firms with monopoly power reduced the number of cabs below the number licensed.[115]

The fact that entry restrictions have in fact reduced the number of taxicab licenses is clear from Table 1. These data reveal that the cities without entry restrictions (Atlanta in 1970 and Washington, D.C. in 1970 and 1983) had the highest ratios of taxicab licenses per resident.[116] Similarly, in 1970

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[115] Kitch et al., 1971, and Eckert, 1970. The conclusion that monopolization would lead to a reduction in the number of cabs in service is not a necessary result of profit maximization provided fares are not effectively regulated. An industry organized as a monopoly may produce a higher quality of output than the industry would produce if it were perfectly competitive. Sheshinski, 1976, and Spence, 1975. In formal models of public transit or taxicab markets, the number of buses or cabs enters as quality does in the Sheshinski and Spence models. Frankena, 1982, Appendix C.

[116] Differences in the ratios of taxicab licenses per resident in cities with and without entry restrictions overstate differences in the number of cab hours of service per resident for two reasons. First, where entry is restricted, the number of cab hours of service per licensed cab is generally higher. See also footnote 3 above. In Washington, D.C., many cabs are in service only a few hours per day. Palmer, 1983, Ch. 3, p. 42, reports that 65-70 percent of taxi owners drive only part time. McGrath, 1976, pp. 238-39, reports that in Washington, D.C., 85 percent of taxis are operated part-time and that on average drivers operate their vehicles 4.33 hours per day. Second, these data include only fully licensed cabs. In some cities where entry is restricted, particularly New York City, livery cabs and vehicles operating illegally as cabs without licenses provide a significant number of cab hours of service. Kirby et al., 1974, pp. 76, 78, 87. Gelb, 1983a, b. On the other hand, in some cities (e.g., Chicago) firms with monopoly power leave many of their cabs idle, and hence Table 1 overstates the number of cabs for these cities. Kitch et al., 1971.

Honolulu did not have entry restrictions and had a high ratio of licenses (4.3 per thousand).[117]

Other regulations (e.g., fares) can be expected to affect the number of cab hours of service by changing the incentive to enter the industry.[118] In at least some cases, fare regulations do not provide for an efficient peak/off-peak fare differential, and hence they do not provide an incentive for an efficient increase in the number of cabs in service at rush hour.[119] Although Washington, D.C., now imposes a $.65 surcharge on taxi trips during the afternoon rush hour, there was no such surcharge in the early 1970s. Discussing that period, Kirby et al. (1974, p. 15) report that "even with free entry conditions, Washington, D.C., suffers from an undersupply of taxicabs in the rush hours, largely because the fare structure fails to reflect the increased costs of operation during those hours. While the number of taxicabs operating is at a maximum during the middle of the day, passengers search in vain for a cab at 5:00 P.M."[120]

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[117] Rosenbloom, 1983, p. 6. Meyer and Kain, 1970, p. 86, state, without presenting supporting evidence, that "removing entry barriers and other controls might expand the number of taxis by as much as two and a half times in most American cities."

[118] See the model in Section III, Figure 1.

[119] In most cities, taxis use meters that charge for time delays, and hence the fare per mile is higher when streets are congested. However, this does not necessarily produce an equal or higher revenue per hour at rush hour, which would be necessary to cover costs. Also, some cities do not allow meters to charge for time delays, and some cities use zone systems where fares do not vary with time of day.

3. Waiting Time

Any regulatory policy that affects the number of cabs or the demand for their services will affect the average waiting time. In general, taxi regulations, particularly entry restrictions, have probably led to an increase in average waiting time.[121] Restrictions on cruising have presumably done the same.

4. Number of Trips

Any regulatory policy that affects the fare or waiting time will affect the number of taxi rides demanded. Taxicab regulations have probably increased average fares and/or waiting times, at least for radio-dispatch service, and therefore reduced the number of taxi trips. Kirby et al. (1974, p. 284) report that the number of taxi rides per capita in Washington, D.C., where entry is not restricted and fares are low, is over four times as high as in San Francisco, a comparable size city where entry is restricted and fares are higher.

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[120] Inefficient fare structures and monopoly power created by entry barriers can reduce the amount of taxi service. Cities may attempt to counteract these adverse effects of their regulations by imposing additional regulations requiring taxicab firms to provide certain minimum levels of service. See Section IV.A.10.

[121] Kirby et al., 1974, p. 92. However, a city could use regulations to reduce waiting time if it set a high fare and did not restrict entry.

Table 4

Fares in Washington, D.C., and Eight Other Cities, 1984[a]

Description of Trip				
Origin	RFK Stadium	Japanese Embassy	Japanese Embassy	Capital
Destination	Wisconsin and M	Capital	White House	White House
Zone Lines Crossed	3	1	1	0
Airline Distance (mi.)	5.21	3.07	1.59	1.54
Fare ($)				
Washington, D.C.[b]	3.90	2.45	2.45	1.70
Los Angeles	9.10	6.10	3.90	3.90
San Diego	7.40	4.80	3.00	3.00
Seattle	7.20	4.60	2.80	2.80
Minneapolis	6.75	4.35	2.75	2.55
New Orleans	6.30	4.10	2.50	2.50
New York	5.60	3.70	2.40	2.30
Chicago	5.60	3.60	2.30	2.30
Baltimore	4.10	2.80	1.90	1.90

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[a] Fares for other cities are meter rates for airline distance.

[b] Add $.65 for phone hails vs. street hails.

[c] Washington's zone system can cause trips of equal length to be priced differently if a different number of zone lines are crossed. This accounts for the $.75 difference in the price of a 1.54 mile ride versus a 1.59 mile ride.

Sources: D.C. fare and zone data: District of Columbia, Public Service Commission, Taxicab Zone Map.
New Orleans: FTC Survey.
Baltimore: ITA Rate Sheet, May 1983.
Other Cities: Joseph M. Chernow, Houston, Texas.

5. Quality of Service

Regulations concerning driver qualifications, vehicle safety, and insurance coverage, would increase the quality of taxi service.

In addition, high regulated fares combined with entry restrictions could encourage taxicabs to compete for customers by offering higher quality service, e.g., more comfortable cabs. However, one would not expect cruising cabs or cabs using first-in-first-out stands to compete on the basis of quality, and cabs would not compete on the basis of aspects of quality that consumers cannot evaluate. A study of cities in England concluded that restrictions on the quantity of taxi service do not noticeably increase quality of service as measured by passenger complaints but do lead to operation of higher-value vehicles.[122]

In cruising cab and airport cab stand market segments, maximum fare regulations could also lead to lower quality even if the maximum fares are not set at inefficiently low levels.[123] Of course, inefficiently lower mandatory fares could lead to low quality service in all market setments.

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[122] Coe and Jackson, 1983. See Section IV.B.1.d. Airline deregulation did lead to a decline in quality, e.g., no-frills service; this was presumably efficient.

[123] See Section IV.A.4.

6. Cost of Producing Cab Service

Regulations that increase the quality of service would increase the cost per hour of operating a taxicab. Fare regulations based on a rate-of-return criterion could do the same by encouraging inefficiently high use of capital.[124]

Other regulations increase the cost of producing taxi rides by reducing the utilization rate of taxis, i.e., reducing the percentage of hours and miles taxis are occupied. For example, taxicab licensing prevents cabs licensed in one jurisdiction from picking up passengers in another jurisdiction. Thus, a cab licensed in jurisdiction A can pick up a passenger in jurisdiction A and bring him/her to a destination in jurisdiction B, but must then return empty. This "deadheading" is common in metropolitan areas that are fragmented into independent political jurisdictions and in cities where a company has an exclusive franchise on picking up customers at the airport.[125] Deadheading increases the cost of producing taxi trips, and typically the extra cost is passed on to customers in the form of higher fares, including fare surcharges, higher waiting times, or refusal of service.[126]

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[124] Averch and Johnson, 1962.

[125] De Vany, 1977, p. 5.

[126] Metropolitan Dade County, 1979, and De Vany, 1977, pp. 31-32. De Vany, 1977, pp. 22-23, provides an estimate of the cost of deadheading and refers to a 50 percent surcharge in San Francisco.

Requirements that taxicabs operate at least a certain number of hours per day or days per year or provide service to a certain area would raise the costs of entering to serve high-demand periods or areas. Effectively, operation of taxicabs in high-demand periods and areas would be taxed and the proceeds would be used to cross-subsidize operation of taxicabs in low-demand periods and areas.

Requirements that companies given exclusive franchises maintain at least a certain fleet size may reduce utilization rates and increase costs. The same is true when regulated fares are set at a high level that attracts a large number of entrants to the industry or to long cab lines.

Restrictions on shared-ride service increase the cost of taxi service per passenger mile. Taxicab regulations also involve administrative costs for regulatory authorities and cab companies.

7. Allocation of Cabs

The taxi industry does not produce a homogeneous service. Rather, service is differentiated by the way cabs and riders make contact (e.g., cruising, ranks, dispatch), by location, by trip length, and by time of day. Regulations may cause distortions in the allocation of resources for one type of service without similar effects on others, and regulations may affect the allocation of resources among various service types.

For example, restriction of entry into the taxi industry could reduce significantly the number of cabs available during peak periods but have little effect during off-peak periods.

Also, given an overall limit on the number of taxis, regulations governing the structure of fares can have important effects on how the available cabs are allocated among services. Schroeter (1983) analyzes the effects of fare structure on the allocation of cabs between airport service and radio-dispatch service. He shows that regulations may lead to an inefficiently high allocation of service to the airport. The problem is that fares for airport service may be so high relative to those for radio-dispatch service that cabs will be willing to wait in a long queue to pick up riders at the airport.

The structure of regulated fares also leads to an inefficiently low supply of, or refusal to supply, certain types of service.[127] Most of these problems arise because regulated fares do not vary appropriately where there are variations in marginal costs among different categories of trips.

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[127] Service refusal in Chicago, Washington, D.C., and New York City is discussed in Kitch et al., 1971, p. 291, Olson and Kuehl, 1976, p. 67, McGrath, 1976, p. 241, and Regulation, March/April 1982, p. 13.

For example, when taxis must wait in queues for passengers, taxis may refuse to accept riders who want to take short trips.[128] Where there are no surcharges for radio-dispatch service, taxis sometimes do not respond to phone hails.[129] When fares are uniform, taxis may refuse to pick up passengers who they think will give small tips or who want to go to areas where cabs are unlikely to find a return fare or that are not safe.[130] Where there are no rush hour surcharges there may not be an adequate incentive for part-time drivers to provide rush hour service even where licensing restrictions would not prevent entry. Taxis may in fact be withdrawn from service at rush hour if reduced search time for passengers, elapsed time premia, and rush hour surcharges do not compensate for the extra congestion.[131] Or they may be withdrawn from service at night and weekends if there are no surcharges to compensate for the higher cost to the cab of searching or waiting for passengers.

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[128] New Orleans and Seattle have separate airport taxi queues for long and short trips. On the other hand, where cabs do not have to wait in line for passengers and there is an excess demand for cabs, prevalent fare structures may make cabs prefer short trips because of the flag-drop charges. Verkuil, 1970, p. 679, reports a shortage of cabs for long trips at rush hour in New York City.

[129] Kirby _et_ _al_., 1974, p. 106.

[130] Eckert, 1970, p. 451, reports that in Los Angeles there was a shortage of cab service in residential areas because fares did not vary with cost and demand conditions. He suggests a surcharge to provide an incentive to supply service to such areas. Low income areas may experience the greatest reductions in service as a result of uniform fare regulation combined with entry restrictions. Kitch _et_ _al_., 1971, p. 291, refers to "the persistent refusal of many drivers to carry passengers into the poor black areas of the city" in Chicago. Palmer, 1983, Ch. 3, p. 91, reports that certain areas of Los Angeles, Washington, D.C., and Toronto also received poor service because of uniform fare structures.

The structure of fares may also distort the demand for service. In the absence of rush hour surcharges, riders will have an inadequate incentive to travel during off-peak periods. Since parties of two or more people travelling together cost virtually no more to carry than a single rider (as long as ride sharing by independent parties is not allowed), surcharges for extra passengers may discourage efficient group riding. Regulations that interfere with charging lower fares for each party using shared-ride service discourage efficient ride sharing.

It seems probable that entry restrictions lead to a shift from cruising service to radio-dispatch service. Such restrictions would increase the opportunity cost of cab search time relative to passenger waiting time. They would also reduce the density of taxi rides and hence the profitability of cruising service compared to radio-dispatch service.[132]

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[131] Kirby et al., 1974, p. 15, and McGrath, 1976, p. 241, report that prior to approval of evening rush hour surcharges, Washington, D.C., suffered from an undersupply of taxicabs during rush hour.

[132] This is consistent with the low market share of radio-dispatch service in Washington, D.C., which does not have entry restrictions.

8. Types of Service

Government restrictions on the types of services that taxis can provide and prohibitions on some services that would substitute for conventional taxi service reduce the range of services available.

For example, some cities prohibit cruising. This may or may not reduce road congestion (see Section IV.A.1) and presumably increases passenger waiting times.

Many cities prohibit, or impose regulations that effectively eliminate, shared-ride service. Even in the absence of other restrictions, this increases the cost of taxi service, although it also increases its speed and privacy. A prohibition on shared-ride service reinforces any limit on the number of cabs by preventing more intensive use of cabs.

Prohibitions on shared-ride service and other regulations prevent taxis from operating as jitneys.[133] Recent studies suggest that in some situations jitneys would be more efficient than conventional taxi or bus service.[134] Jitneys do operate in a few cities where they are tolerated,[135] and flourish in a number of cities in Latin America, the Middle East, and the Far East.[136]

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[133] As a matter of historical interest, jitney operation was deliberately made unprofitable by a variety of government regulations around World War I. See Eckert and Hilton, 1972.

[134] Boyd, Asher, and Wetzler, 1978. See also Meyer _et_ _al_., 1965, p. 356.

9. Effects on Other Markets

As we discussed in Section IV.A, taxi regulations may affect levels of road congestion, air pollution, and public transit use.

C. Effects on Efficiency of Resource Allocation

A basic question in evaluating a regulation is whether the total benefits of the regulation would exceed the total costs, where benefits and costs are measured with reference to willingness to pay on the part of all affected parties. The relevant effects have been described in Sections V.A and V.B.

Suppose that the government of a jurisdiction without taxi regulations is considering imposing an ordinance that would restrict entry into the taxi industry and significantly reduce the number of taxis. It is reasonable to expect that this would lead to a decline in the total number of vehicle hours of taxi service (in spite of an increase in the number of hours of service per vehicle); an increase in the average waiting time; an increase in fares; service refusals; and a decline in total ridership.[137]

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[135] Anaheim (linking tourist attractions), Atlantic City (on Pacific Avenue), Baton Rouge (between downtown and a suburb), Chattanooga (in low income areas), Chicago (on King Drive), Cleveland, Indianapolis (along major bus routes during peak periods), Los Angeles (competing head-to-head with public transit), Miami (between downtown and a suburb), Pittsburgh (between downtown and low income areas), San Diego (which had minimal regulation), and San Francisco (on Mission and Third streets) Kirby, 1980, p. 12; *Reason*, September 1981, p. 17, October 1982, p. 15, and April 1983, pp. 17-18; Kitch *et al.*, 1971, p. 293; Eckert and Hilton, 1972, p. 323. Kirby *et al.*, 1974, Chapter 9, describes several of these services. In Chicago, Checker Cab reportedly was interested in introducing a fleet of 15-passenger jitney vans to operate over abandoned bus routes and in parallel with city buses between 9 p.m. and 5 a.m. with a $1.50 fare, but Chicago ignored the proposal. *Reason*, September 1981, p. 17.

[136] Kirby *et al.*, 1974, pp. 182-85.

How would one determine the efficiency of the proposed regulation? On the cost side, there are several items: (a) for trips that would continue to be made by taxi, there would be an increase in waiting time cost; (b) for trips that would be made by another mode, there would be an increase in cost compared to what the cost would have been by taxi; (c) for trips that would no longer be made by any mode, the excess of what people would have been willing to pay for the trips above their cost would be lost; and (d) there would be costs of establishing and administering the regulation.

On the benefit side, there would be a reduction in the use of resources by the taxicab industry because of an increase in the vehicle occupancy rate.[138] There might also be a reduction in road congestion and air pollution, but it is not clear that this would occur.[139]

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[137] In computing the effects of regulatory policies, it would be useful to have information on (i) the elasticity of demand for taxi rides with respect to taxi fares and waiting time, (ii) the cross elasticities of demand between taxi rides and other urban transportation modes, and (iii) the value of waiting time. The median of seven available estimates of the fare elasticity of demand for taxi rides is -0.8. The available evidence on (i) - (iii) is summarized in Appendix B.

[138] These costs and benefits are shown graphically in Tolley _et al_., 1984, Figure 2-3.

Other things equal, these costs of regulation would be greater in cities that do not have transportation modes that substitute closely for the regulated taxis. Thus, the costs will be greater if public transit service is poor or nonexistent. The costs will be lower if illegal, unregulated "gypsy" cabs are tolerated.

There is virtually unanimous agreement among economists that existing combinations of restrictions on entry into the taxi market, minimum fares, and ride sharing are inefficient and the source of significant welfare loss, including consumer injury.[140] Some of the more obvious ways in which the allocation of resources under existing regulations is inefficient include: (a) the number of taxi rides taken is inefficiently low, because of regulations that raise fares, restrict the level of taxi service, and increase waiting times; (b) the cost of producing taxi trips is unnecessarily high, because of regulations that prevent ride sharing or that increase deadheading and the length of taxi lines; and (c) there are shortages of certain types of service because of the incentives provided by fixed fare structures.

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[139] This justification for taxicab regulation was criticized in Section IV.A.1. Certain effects of regulation are neither aggregate benefits nor costs. Aggregate benefits and costs consist exclusively of changes in the output levels of goods and services that people care about and changes in the levels of scarce inputs that are used to produce them. Thus, the fare increase itself and the resulting change in total expenditure on taxis do not count as benefits or costs.

[140] An exception is Gallick and Sisk, 1984.

There are, however, few empirical estimates of the welfare loss due to regulation. Beesley and Glaister (1983, p. 611) calculate the welfare effects of reducing the regulated fare and introducing licensing that would restrict the number of cabs in London, England. They estimate that a 10 percent reduction in the fare with continued free entry would have produced a net social gain of $721 (at the 1984 exchange rate) per hour in 1978. They estimate that a 20 percent reduction in the number of cabs below the free entry level would have caused a net social loss of $2,744 per hour. Assuming these two effects occur 10 hours per day, 250 days per year, the annual amounts would be $1.8 million and $6.9 million respectively.[141]

De Vany (1977, p. 32) provides a calculation of the gains from eliminating the unnecessary deadheading that resulted from the former exclusive airport franchise in Dallas/Fort Worth. His calculations suggest a gain of at least $0.7 million per year (as of 1977) from this action alone.

In spite of the limited number of empirical estimates of welfare losses, comparisons of Washington, D.C., as well as Atlanta and Honolulu as of 1970, with cities with entry barriers

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[141] Tolley et al., 1984, p. 11, estimate the annual welfare loss from entry restrictions in the U.S. taxi industry at $62 million. However, this estimate should not be given much weight, because it arbitrarily assumes that free entry would reduce fares by 11 percent and not affect average waiting time or the cost per cab ride.

(see Section V.B) and comparisons in cities before and after deregulation (see Section VI) provide suggestive evidence that entry barriers are inefficient.

No studies evaluate the efficiency of regulations aimed at quality, e.g., vehicle condition, driver qualifications, and insurance requirements, and economists generally have not criticized them.[142]

D. Effects on the Distribution of Well-Being

Arguments based solely on efficiency or total benefits and costs do not consider distributional effects. It is important to establish who the gainers and losers from regulation are.

1. Losers

a. Consumers

The principal losers from regulation of the taxi industry are consumers of the services whose prices and/or waiting times increase and consumers of types of services that are not offered as a result of regulation. Consumption of taxi services varies among income groups, and regulation therefore has different effects on the average members of different income groups.[143]

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[142] The regulations that were used to eliminate jitneys around 1915 are an exception; these are criticized by Eckert and Hilton, 1972.

[143] There are other patterns apart from those by income, e.g., people aged 60 and over take more taxi trips per capita than do younger people. Webster *et al*., 1974, p. 3-3.

The income distribution of taxi users probably varies from one type of service to another and among cities with different levels of population and public transit service. For example, on average, users of cruising cabs and airport service probably have higher incomes than do users of radio-dispatch service.[144] On average, users in large cities probably have higher incomes than do users in small cities. This is a plausible result of different patterns of automobile ownership and transit availability.[145] And on average, users in cities with good public transit service probably have higher incomes than do users in other cities.[146]

Data indicate that lower income people spend a larger percent of their incomes on taxis than do higher income people.[147] Other sources indicate that in many cities consumption of taxi rides per capita, and not simply the share of income spent on taxi rides, is higher for lower income people.[148] Allred et al. (1978, p. 22) cite several studies that reach this conclusion: a 1964-70 national study of major urban areas, a 1963 Boston study, a 1969 Brooklyn study, a 1970 Pittsburgh study, and a 1976 study of eight small- to medium-sized urban areas in North Carolina.[149] A 1977 Dallas study reported by Eisenberg and Barker (1980) also reached this conclusion.[150]

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[144] According to Schroeter, 1983, p. 91, describing Minneapolis in 1979, "the view within the industry and among municipal regulators seems to be that the typical daytime radio dispatch trip serves welfare recipients on shopping or health care visit trips."

[145] In small cities, high income people have a very high level of automobile ownership and would seldom use taxis, while low income people who do not own cars would use taxis because public transit service is poor or not available.

[146] Apart from people with disabilities and emergency situations, only people with a high value of time would ride taxis if transit service was very good.

[147] Frankena, 1979, for Canadian cities, and Weaver and Herrin, 1974, Table 3, for elderly people in Champaign-Urbana.

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[148] Regulations will be regressive if they increase waiting time, if the value of time is proportional to income, and if low income people take more trips per capita. However, regulations that increase waiting time may deter proportionately more high income people from using cabs.

[149] A 1956 Chicago study and a 1969 New York City study did not support this conclusion, but the Chicago study was based on average incomes in different areas of the city rather than individual incomes, and the New York City study ignored gypsy cabs and radio-dispatched livery vehicles.

[150] See also Kirby et al., 1974, pp. 113-120, and Webster et al., 1974, pp. 3-1 to 3-13. A study of the occupational characteristics of taxi users based on data from Chicago in 1956, Pittsburgh in 1963, and the New York Tri-State area in 1969 concluded that in large cities "taxis are ridden mostly by housewives (family income probably well above average), and white-collar workers, particularly in the professional and managerial categories. Most riders are white, of working age, and their rides are either to home or to work. On the other hand, significant percentages fall outside these categories. Service and household workers often ride cabs to noncentral area destinations, and the Pittsburgh Area Transportation Study indicated substantial ridership (26 percent) by students and unemployed, retired, and incapacitated persons." Wells and Selover, 1972, pp. 8-14. It is important not to misinterpret the latter evidence. In determining the distributional effects of reducing the cost of taxi service, one should be concerned with the ratio of expenditures on taxis to income for different groups, not the share of total taxi rides for different groups.

b. Workers

If the supply of drivers to the taxi industry is less than perfectly elastic, then regulations that reduce the number of vehicle hours of taxi service will reduce the wages of taxi drivers, making drivers worse off. If the opportunity cost of workers who do not get jobs as drivers as a result of the regulations is less than what they would have been able to earn as drivers, then such regulations will make these other workers worse off as well. Most of the workers in question are low skilled, and existing taxi regulations therefore restrict employment opportunities for low income and minority urban workers.[151]

On the other hand, Eckert (1970, p. 436) suggests that monopolization of the Los Angeles taxi market as a result of government regulations led to sharing of monopoly profits with the unionized drivers. He reports that Yellow Cab's drivers were the highest paid in the nation in 1961. Even if Eckert is correct, however, this argument would not apply in most cities; Gilbert and Samuels (1982, p. 95) report that unions have not been very successful in organizing the taxi industry.[152]

In Minneapolis, a city ordinance specifies that drivers are to receive a certain percentage of fares. This could lead to a sharing of excess profits with drivers.

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[151] Meyer and Kain, 1970.

[152] The exceptions are large fleets, including those in Chicago and New York.

c. Taxpayers

There are a number of government programs that provide subsidies for taxi service for certain users, e.g., Seattle provides 40-60 percent subsidies to elderly or disabled riders with low incomes. Taxi regulations that raise fares increase the cost of these programs to governments and hence taxpayers.

2. Gainers

The principal gainers from regulation of the taxi industry are the people who obtain or obtained licenses, medallions, and exclusive franchises at prices below their market prices or the present discounted value of future above-normal profits. Many of these people have already sold their medallions or shares in taxi companies. Some current owners of taxi medallions or shares in taxi companies purchased them in the recent past at market prices that fully reflect their current value; these people have not gained from regulation.

E. Inferences from Medallion Prices

Prices for taxi medallions (see Table 5) are in the range $9,000-$25,000 in many large cities with entry restrictions and run as high as $60,000 in New York City.

The existence of positive medallion prices is evidence that entry restrictions have raised the rate of return in the taxi industry above the competitive rate in the rest of the economy, and that taxi regulations have led to an inefficient allocation of resources. Assuming a real (after removing the effect of

Table 5

Prices of Taxicab Medallions

City	Type of License	Year	Price ($000)	Source
Atlantic City	Jitney	1972	$3	Kirby *et al.*, 1974, 169,177.
Boston	Taxi	1983	$32-$33	Wainwright, 1984.
Cambridge, Mass.	Taxi	1983	$20-$25	Wainwright, 1984.
Chicago	Taxi	1970	$15 or more	Kitch *et al*, 1971, 299.
Dallas	Taxi	1976	$3	Olson and Kuehl, 1976, 53.
Houston	Taxi	1983	$10-$12	Wainwright, 1984.
Indianapolis	Taxi	1980	$.4-$.5	Gilbert and Gelb, 1980, 11.
London, Ontario	Taxi	1978	$2.5-$3.5	Palmer, 1983, Ch. 3, 13, 20, 31.
Miami	Taxi	1979	$18	Metro. Dade County, 1979.
Minneapolis	Taxi	1983	$8-$12	*Minn. Star Tribune*, 17 Jan. 1983, Bl, 27 Jan. 1983, Bl.
Newark	Taxi	1983	$9	Wainwright, 1984.
New Orleans	Taxi	1976	$3	Olson and Kuehl, 1976, 53.

Table 5 (continued)
Prices of Taxicab Medallions

City	Type of License	Year	Price ($000)	Source
New York City	Taxi[a]	1983	$50	*New York Times*, 16 Feb. 1983, A30.
	Taxi[b]	1983	$60	
Oakland, Calif.	Taxi	1979	$2-$3	Wainwright, 1984.
Portland, Ore.	Taxi	1979	$3-$9	Kirby, 1980, 23.
San Diego	Taxi	1979	$8-$15	Colman, 1980, p. 21; Wainwright, 1984.
	Taxi	1983	$1-$2	Wainwright, 1984.
San Francisco	Jitney	1972	$2-$2.5	Kirby *et al.*, 1974, 169, 177.
	Taxi	1983	$15-$20	Tolley *et al.*, 1984, p. 72
Seattle	Taxi	1967-1979	$1-$12	See Section VI.
Somerville, Mass.	Taxi	1983	$25	Wainwright, 1984.
Toronto, Ontario	Taxi	1978	$26.5	Palmer, 1983, Ch. 3, 13, 20, 31.

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[a] Fleet.

[b] Independent.

inflation) annual interest rate of 10% and a perpetual license, a medallion price of $20,000 implies excess after-tax profits (i.e., revenues minus all opportunity costs but excluding the cost of the medallion) of $2,000 per cab per year.[153]

While these medallion values are likely to be correlated with the welfare loss from regulation, the magnitude of the efficiency loss from regulation is not measured by the medallion price. For example, in the absence of a limit on the number of cabs, there can be no medallion values; yet, regulation of fares and service could cause efficiency losses. Even if there is a limit on the number of cabs, a regulation that raises the cost of producing taxi service without yielding any benefits to riders causes an efficiency loss, but there is no corresponding profit for producers or medallion value. Also, if the demand for taxi service is very insensitive to price, regulations that cause a small reduction in the supply of taxi service will result in a large increase in fares, profits per taxi, and medallion prices. Nevertheless, the change in the allocation of resources caused by the regulations, and the welfare loss from this misallocation of resources, would be small relative to the transfer that occurs from consumers to suppliers.

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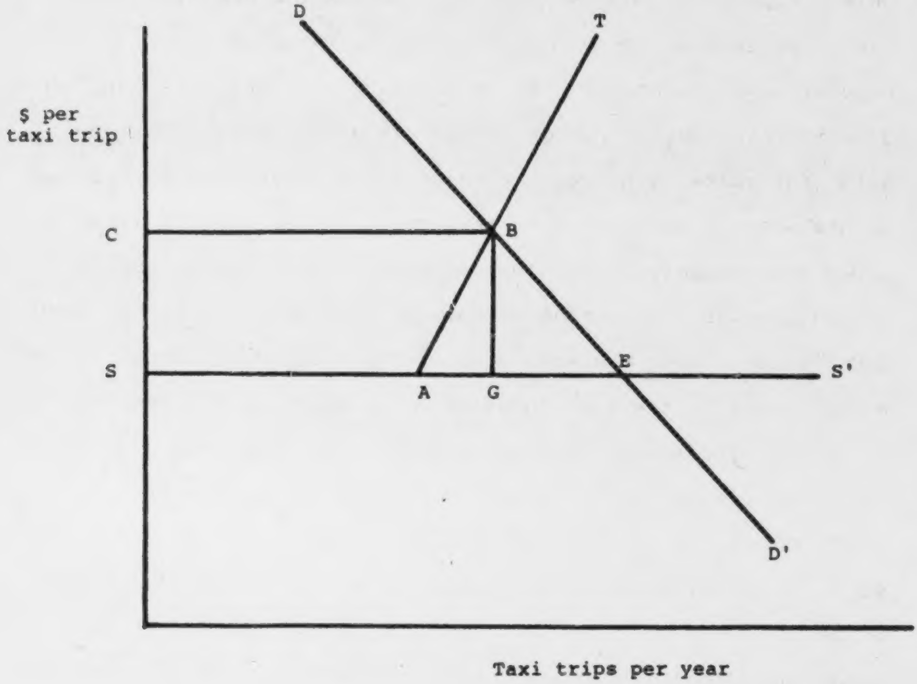
[153] Palmer, 1983, Ch. 3, pp. 21-25, computes that the internal rate of return before taxes on taxi licenses in London, Ontario, in 1977 was 16 percent per year. In 1983, Chicago taxi medallions were leased for $8,600 per year. This would be the annual excess profits per cab before taxes and the $200 annual license fee. Campbell v. City of Chicago, Civil No. 83-C-3884 (N.D. Ill., E.D., filed Sep. 22, 1983).

A graphical analysis of a simplified taxi market (which ignores the role of waiting time) may be useful in clarifying this last point. Suppose that in Figure 2 the demand for taxi the trips is given by DD', the supply in the absence of regulation of number of cabs is given by SS', and the supply with a restriction on the number of cabs is given by SAT. Suppose also that there is no regulation of fares. Then the equilibrium points without and with the restriction on cab numbers would be E and B respectively. The combined annual rental value of the medallions when the number of cabs is limited would be the area SABC; this is also the annual amount of above-normal profits that would accrue to the taxi industry as a result of the restriction on entry. The annual welfare loss for the economy as a whole due to the regulation would be area ABE. ABE is the sum of ABG, which is the increase in the cost of producing trips that would still be produced, plus BEG, which is the excess of willingness to pay over the cost for taxi trips that would no longer be produced. Depending on the shapes and positions of the curves, SABC may be much larger or much smaller than ABE.

If one is comparing two cities, the welfare loss is not necessarily greater in the city where either the medallion price per cab or the combined value of all medallions is greater. Similarly, a regulatory change that increases the price of medallions does not necessarily increase the welfare loss due to regulation. For example, starting from a position of free entry, with the fare fixed at the efficient level, a restriction on the

Figure 2

Model of a Taxi Market with Entry Restriction


D
T
$ per
taxi trip
C
B
S
E
S'
A
G
D'
Taxi trips per year

number of cabs would raise medallion prices, and tighter restrictions would raise them even more. In this range, the medallion price would be positively correlated with the welfare loss. However, if the entry restriction was made severe enough, or if service restrictions were added, the medallion price might fall again because profits per cab might be low with a very small number of cabs, high waiting times, and a low number of rides demanded. In this range, medallion prices would be negatively correlated with the magnitude of the welfare loss for a city.

In spite of this last point, the cases one would observe would probably lie in the range where the magnitude of the welfare loss would be positively correlated with the medallion price or the combined value of all medallions. Because the pressure for regulation comes largely from the taxi industry itself, one would not expect regulation so burdensome that it would reduce medallion prices.[154]

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[154] Eckert, 1970, Kitch _et al._, 1971, and Gelb, 1980, pp. 78-79. To allow for differences _in city_ size, one might hypothesize that the welfare loss due to regulation of taxi cabs would be positively correlated with the product of the medallion price and the population of the city, or the combined value of all medallions.

VI. REGULATORY REFORM

At least a dozen U.S. cities have opened entry into their taxi industries; most of these cities have deregulated other aspects of the industry as well. This section reviews the available evidence concerning the economic effects of these experiences with regulatory reform. In subsection A we discuss motivations for deregulation. In subsection B we discuss the effects of regulatory reform.

A. Motivations for Regulatory Reform

In a survey of 103 U.S. cities, Shaw *et al*. (1983) found that during the past five years 24 cities made major changes in their entry and fare regulations. Sixteen cities relaxed entry controls while three tightened them. Seventeen cities relaxed fare regulations, with 13 moving to elimination of controls over fares and four moving from mandatory to maximum fares. Thus, cities have been quite active in taxicab regulatory reform.

Shaw *et al*. found that cities have been motivated to review their taxicab ordinances by one or more of the following: a cab or bus drivers' strike, bankruptcy of a large taxicab company, requests for fare increases, or an antitrust suit or concerns related to the *Boulder* decision. These things focused attention on taxicab regulation.

Shaw *et al.* found that city councils that adopted regulatory reforms generally did so in the expectation of benefits related to one or more of the following: (1) a reduction in the burden on public officials resulting from regulation, including determination of the number of cabs, licensing of companies, and setting of fares;[155] (2) increased competition, increased service, increased quality, lower fares, and service innovation; (3) the favorable experience of Seattle and San Diego with regulatory reform.

B. Effects of Regulatory Reform

Section V analyzes the economic effects of taxicab regulation. That discussion implicitly suggests the types of effects that we would expect from regulatory reform. In the present subsection we summarize the experience of cities that have undertaken regulatory reform under the headings used there.[156]

The experiences of these cities with regulatory reform relate to two segments of the taxi market: radio-dispatched cabs and cabs that pick up passengers at stands, primarily at airports. There is evidence about the operation of the cruising cab segment under open entry from Washington, D.C., but as far as we can determine, none of the cities that deregulated cabs in

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[155] Shaw et al., 1983, v.1, pp. 82-83, found that "regulation of taxicabs consumes much time in City Council meetings because of the need to determine the number of vehicles or companies allowed to operate and the fares that should be charged. Fare setting has become especially burdensome because inflation in the mid to late Seventies forced companies to request frequent fare changes. Councils are often confused as to how to set fares."

[156] Support for the conclusions reached in this subsection will be found in the reviews of the experiences of the individual cities.

recent years has a significant cruising cab segment. Because the rationales for and effects of regulation vary among market segments, we discuss experience with regulatory reform separately for radio-dispatched cabs and cabs that use stands at airports.

The reported experience of various cities with regulatory reform may differ from what we would predict on the basis of Section V for three reasons. First, some regulations may not have been binding prior to regulatory reform. For example, in some cities the ceiling on the number of cabs may not have been much different from the number that would have existed under open entry. This was probably true in Indianapolis. Second, some cases of regulatory reform involved only partial deregulation or replacement of one entry barrier with another. This was true in Portland. Third, in some instances the evidence on the effects of regulatory reform comes from sources that may be biased.

In attempting to transfer lessons from the cities discussed here, it is also important to keep in mind that no very large city with a very high medallion value has deregulated.

1. Radio-Dispatched Market Segment

In this subsection, we discuss the effects of regulatory reform in the radio-dispatched market segment, which typically accounts for about 75 percent of all taxi trips. However, most deregulated cities do not distinguish formally between firms operating in the different market segments, and the reports we have used often do not distinguish explicitly between them. Consequently, some of the results discussed here relate to all segments combined.

a. Industrial Structure

In virtually all cities, after open entry the number of firms in the taxi industry increased and the market shares of the largest firms decreased. In some cities, new fleets entered the radio-dispatch segment. This was true in Oakland, where two new fleets operated 76 and 14 cabs respectively, and in Sacramento, Portland, and Charlotte where new fleets operated 27, 15, and 14 cabs respectively. In San Diego, two fleets expanded from 23 and 12 cabs to 106 and 38 cabs respectively. In Phoenix, new firms accounted for 20 percent of radio-dispatch trips. In most cities, there was also a significant increase in the number of independent owner-operators. Although some of these independents subscribed to radio-dispatching service (e.g. San Diego and Charlotte require that all firms have radio-dispatching), most focused on cab stands, including airport service.

b. Fare Level

In most cases open entry was accompanied by deregulation of fares, by replacement of fixed fares with maximum fares at a higher level, or by increases in fixed or maximum fares. In almost all cases for which information is available, fares increased, sometimes quite substantially, at the time of open entry.[157] However, this does not imply that open entry or deregulation of fares caused fares to increase. In general, fares had not been increased for some time prior to regulatory reform, and they would have been increased even if there had been no change in the taxicab ordinance.

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[157] Jacksonville, Florida, and Charlotte, N.C., are exceptions. Relaxation of entry and fare regulations evidently was not accompanied by a fare increase.

The important question, therefore, is whether over a sigificant period of time following regulatory reform fares were above or below the level that would have been predicted in the absence of regulatory reform. In Seattle, there is evidence that deregulation of both entry and fares led to lower fares in this sense in the radio-dispatched market segment.

Apart from overall fare levels, it does not appear that fare gouging on individual trips was a significant problem in the radio-dispatched market segment following regulatory reform. Only for Fresno did we find allegations about price gouging.

Differences among the fares charged by different companies appeared in some cities, principally because the independent cabs serving stands commonly charge higher fares than do radio-dispatched fleets.[158]

c. Number of Cab Hours of Service

The number of cabs, and evidently the number of cab hours of service, increased in virtually all cities that adopted an open entry policy. The range of the increase was wide, reflecting the extent to which entry restrictions were binding prior to regulatory reform and the extent of deregulation. Thus, at one extreme, in San Diego, the number of cabs more than doubled. At the other extreme, in four cities the number of cabs did not increase: Indianapolis, Fresno, Spokane, and Charlotte.

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[158] It should be added that Wainwright, 1984, concluded that "unregulated fare setting does not appear to bring about cut-throat price-cutting behavior" in any of the market segments.

In general, there was probably a proportionally larger increase in the number of cab hours of service at cab stands than in the radio-dispatched market segment, but the level of radio-dispatched service generally increased.

d. Waiting Time

Data on passenger waiting times are available for San Diego. A 50 percent increase in the number of licensed cabs (in all market segments combined) in the first two years of regulatory reform was accompanied by a 20 percent drop in average waiting time in the radio-dispatched market, from 10 minutes to 8 minutes. Average waiting times at major cab stands became negligible.

In other cities, the increases in cab hours of service following open entry must have led to reductions in waiting times (unless one argues that real fares fell enough to generate considerable amounts of additional ridership). There are, in fact, reports that waiting times for radio-dispatch customers declined significantly in Seattle. On the other hand, there are reports that waiting time did not change in Oakland and Berkeley in spite of an increase in the number of radio-dispatched cabs and firms. The latter report is surprising, and it is important to note that it is based on interviews after the fact.

It may be possible to make inferences about waiting times from taxi ridership data. If ridership increases or remains constant following open entry, and if fares have not fallen relative to the cost of living, this would suggest that waiting time has decreased (and/or that something else riders care about, such as "quality", has improved). Reports concerning ridership suggest that waiting time decreased (and/or quality increased) in Oakland, contrary to the direct reports about waiting time.

e. Number of Trips

There are contradictory reports concerning whether ridership increased or decreased in Seattle following regulatory reform and the associated changes in fares and service levels. In San Diego, non-airport use of cabs and jitneys increased modestly, but airport use apparently declined. In Portland, there was evidently a small increase in ridership; in Oakland and Tucson, there was no significant change in ridership; and in Phoenix ridership declined.

These reports compare ridership following regulatory reform to the levels immediately before; not to the levels that would have been expected given fare increases and other changes that would have occurred in the absence of regulatory reform. Thus, where ridership declined, the explanation was presumably the increase in fares that accompanied regulatory reform. Some fare increases and ridership declines would probably have occurred even witout regulatory reform in these cases.

f. Quality of Service

The report on regulatory reform in Oakland and Berkeley concluded that open entry led to a reduction in average vehicle age, and it found that new entrants devoted more resources to maintenance than did incumbents.[159] However, there were reports that vehicle quality declined and/or average vehicle age increased following regulatory revision in Seattle, San Diego, Indianapolis, and Fresno.[160]

g. Cost of Administering Cab Regulations

There are a variety of reports concerning the effect of regulatory reform on the costs of administering taxi ordinances. There are reports that these costs fell in Sacramento, were unchanged in Atlanta, increased by a minor amount in Oakland and Berkeley, and increased in Seattle, San Diego, and Indianapolis.[161] On average, these reports probably understate the decrease (or overstate the increase) in administrative costs because they seem to ignore the reduction in costs borne by city councils that are freed from entry and fare regulation and consider only costs borne by the bureaus responsible for licensing, inspection, etc. Also, some of the reported increases in administrative costs are due simply to the fact that more resources are required to inspect and license the larger number of cabs operating after regulatory reform. One report that does merit attention is that in Indianapolis the cost of enforcing insurance and driver qualification requirements increased and compliance rates decreased because of the increased number of independent owner-operators.

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[159] Relaxation of entry barriers had similar effects in Jacksonville.

[160] Coe and Jackson, 1983, p. 12, found no quality problems resulting from regulatory reform in England. It should be kept in mind that a reduction in quality is not necessarily inefficient. It is conceivable that quality was above the efficient level in some regulated cities. See Section IV.B.1.d.

[161] Interviews suggested that these costs fell in Jacksonville and Charlotte but increased in Sacramento.

h. Allocation of Cabs

There are reports that since regulatory reform radio-dispatch companies have not responded to a substantial percentage of phone calls in Seattle and San Diego. However, comparable non-response rates prior to regulatory reform are not available.

For only one city is there any report of a decline in any category of service following regulatory reform. There is a report that cab service in minority neighborhoods declined in Altanta. However, no evidence is provided to support this report, which is implausible since minority neighborhoods were being served by unlicensed, not licensed, cabs prior to open entry. There is no reason that open entry would make such service unprofitable.[162] By contrast, a study of regulatory reform in San Diego found no evidence to suggest that taxi service to the city's ethnic minority areas changed significantly, and studies reported that there was no change in the geographic distribution of service in Oakland and Portland. In San Diego, taxi-type service improved in some areas because of the introduction of jitneys.

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[162] Fares were not deregulated and hence could not have fallen as a result of deregulation.

i. Types of Service

Several cities legalized shared ride and jitney services. Jitney services were introduced in San Diego, but no shared ride services were introduced in other cities. This might be explained by the fact that these cities are not very densely populated and as a result jitney service might not be profitable.

j. Congestion

Apart from local congestion at airports and railway stations, there are no published reports of increased congestion due to taxis in the cities that deregulated. Surprisingly, Gelb reports a decline in total taxi miles driven in Seattle and San Diego.[163]

k. General Reactions to Regulatory Reform

In most cases regulatory reform was motivated by problems that arose under regulation, and reform was generally supported by the local or state government. In several cities, including San Diego, Oakland, Indianapolis, and Milwaukee, open entry was preceded by the bankruptcy and/or closing of the largest taxi fleet, sometimes following a drivers' strike.[164]

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[163] Gelb, 1983a; 1983b, p. 92.

[164] There were also bankruptcies of the principal fleets in some other cities, including Los Angeles, San Francisco, and Philadelphia. While firms may go bankrupt for many reasons with or without regulation, the significant number of bankruptcies in regulated cities during the 1970s should be kept in mind in evaluating open entry.

In several cities, the reaction to regulatory reform in the radio-dispatch segment was reportedly favorable, although incumbent taxi firms were universally opposed to open entry. Examples of cities with favorable experience are Seattle, Oakland, Berkeley, Spokane, Sacramento, and Charlotte.[165]

In some other cities, there have been more negative reactions. In Indianapolis and Fresno, there are reports of substantial numbers of customer complaints. In these cities open entry did not lead to an increase in the number of cabs. Thus, presumably entry restrictions were not binding constraints prior to regulatory reform, and neither city could have expected major short-run benefits from open entry. Both cities ended open entry after a brief experiment.

Three other cities, San Diego, Atlanta, and Portland, have increased entry restrictions again. Apart from airport problems, there is no evidence of customer complaints in these cities. Support for reregulation came primarily from non-taxi businessmen concerned with the image of their city (rather than with achievement of an efficient allocation of resources) and from the taxi industry itself.

Overall, there have been a number of favorable effects and no widespread significant problems related to open entry in radio-dispatch market segments. The problems that have been observed could be dealt with through driver qualification and vehicle safety requirements without restrictions on the total number of cabs.

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[165] Jacksonville also has had a positive experience with relaxation of entry and fare controls.

2. Airport Service

By contrast to the radio-dispatch segment, there have been many problems in the cab stand market segment, principally at airports but also, in the case of Seattle, at the railway station. Such problems have been documented in some detail for Seattle, San Diego, and Phoenix, and there are briefer reports of problems in Atlanta, Spokane, and Sacramento.

Airport taxis have charged high and/or different fares following deregulation, evidently because of the difficulty of achieving a workable degree of price competition at taxi stands that continue to operate on a first-in-first-out basis. Higher fares have led to inefficient lengthening of cab lines and short-haul refusals. Attempts by drivers to circumvent the queue and holdups in the queue when consumers have not accepted the first cab have contributed to disputes among drivers. The increased number of cabs and the resulting incentive to avoid the queue have increased administrative costs for airport authorities. Consumers have complained about vehicle quality, driver behavior, and all the other problems just described.

These problems do not provide an argument in favor of entry restrictions. Rather, they suggest that there would be significant efficiency gains from redesigning airport cab stands to increase fare competition or from imposing or lowering fare ceilings on airport taxi service. Fare ceilings could be reduced until the taxi queue shortened to the desired length. In fact, some airports (San Diego, Seattle) have responded by imposing fare ceilings. It is not necessary to respond, as some airports (Phoenix) have, by limiting the number of taxis that can pick up passengers, or, as other cities (Atlanta, San Diego) have, by abandoning open entry in the entire city.

3. Additional Considerations

Two additional matters relating to deregulation deserve consideration. First, in many cases the individuals who lose as a result of deregulation are not the same as the ones who gained from regulation, because many of those who gained have long since sold their medallions or shares in taxicab companies.[166] Elimination of medallion values of $9,000-$25,000 or more could wipe out the savings of independent owner-drivers, cause them to default on loans, and/or drive them into bankruptcy. Since local governments probably would be unwilling to compensate these losers, this issue is a serious political barrier to deregulation.[167]

Second, the process of deregulation would involve real costs during a transitional period. These costs include resources expended by the government to deregulate and resources expended by the taxicab industry to oppose deregulation. In order to justify deregulation on efficiency grounds, the present discounted value of the benefits of deregulation must exceed these costs.

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[166] Tullock, 1975; Regulation, March-April, 1982.

[167] However, when deregulating trucking, Congress allowed trucking firms to take a tax deduction for the loss in value of their operating licenses. Public Law No. 97-34, Economic Recovery Act of 1981, Section 266.

4. Case Studies of Regulatory Reform[168]

a. Seattle

In 1979 Seattle eliminated most of the regulations that restricted taxicab entry, fares, and service. The ceiling on the number of taxis was removed; the exclusive airport franchise was ended; regulations that controlled fares were dropped, although a maximum fare was subsequently set for airport service; required minimum levels for service hours per day and days per year were removed; and shared-ride service was authorized. However, regulations concerning safety and driver qualifications were tightened.[169]

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[168] Apart from these cities, Milwaukee and Tacoma deregulated entry in 1979 and 1981, respectively. Jacksonville, Fla., substantially relaxed entry barriers. Additional cities that have deregulated fares but not entry are: Des Plaines, Ill. (1981), Springfield, Ohio (1981), St. Petersburgh, Fla. (1981), Madison, Wisc. (1982), Kansas City, Mo. (1983). San Francisco switched from mandatory to maximum fares in 1978, and Anchorage and Tampa did so in 1983. Dayton, Ohio, and Fayetteville, N.C., regulate entry but control only maximum fares. El Paso, Texas (1981) and Norfolk, Va. (1982) may have deregulated in some way. Shaw _et al._, 1983, v.1, pp. 53-54. There has reportedly been at least partial deregulation of taxis in Honolulu and Santa Barbara. _Reason_, August 1983, p. 16.

[169] Gelb _et al._, 1980.

Prior to deregulation, entry restrictions were tight enough that medallions sometimes sold at fairly high prices. Zerbe (1982, p. 2) reports that medallion prices varied between $2,500 and $12,000 during the 12 years prior to deregulation; four other sources cite medallion prices between $1,000 and $10,000 shortly before deregulation.[170]

After removal of entry restrictions, the price of medallions fell to zero;[171] the number of city-licensed cabs increased from 421 to 516 (March 1984), but the number of cab hours of service increased by a substantially lower percentage than did the number of cabs because of a decrease in the intensity of use of cabs; the number of airport-licensed cabs increased from about 35 to 208. The number of taxi firms increased from 57 to 85.[172] The share of cabs held by the three largest firms declined from 70 to 54 percent. The number of small fleets with 4 to 13 cabs each increased from 9 to 23. The share of cabs operated by independents increased.[173] No shared-ride services were introduced.

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[170] DOT, 1980, pp. 79, 83; Gelb et al., 1980, p. xvi; Colman, 1980, p. 21; Wainwright, 1984. For contradictory statements, see Gelb, 1980, p. 45, and Kirby, 1980, p. 23.

[171] DOT, 1980, p. 79, and Zerbe, 1983a, p. 3.

[172] Gelb et al., 1980; Gelb, 1983b; Zerbe, letter to Pautler, April 20, 1984.

[173] Zerbe, 1983b, p. 44; Gelb, 1983b, p. 31.

The available evidence suggests that average passenger waiting time for radio-dispatched cabs decreased substantially.[174]

According to Colman (1980, p. 24), immediately after deregulation the fare for an average trip increased by about 35 percent. Drop and mileage charges increased from $.80 and $.70 to $1 and $1 respectively for the largest companies. This increase was about the same as the increase in the consumer price index since the last fare increase was approved.[175]

Using a longer time period, Zerbe concluded that as a result of deregulation, in early 1984 radio-dispatched fares were 14 percent lower than they would have been if regulation had continued. By contrast, non-radio-dispatched fares were 8 percent higher than they would have been. Non-radio-dispatched fares averaged 27 percent higher than radio-dispatched fares.[176] On average, when weighted by vehicle numbers, fares were about 5 percent lower than they would have been without deregulation.

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[174] Zerbe, 1983a, p. 3, and 1983b, p. 44. See also Gelb, 1983b, p. xiv. Paratransit Services, 1983, p. 34, reports that most of the additional cabs congregated at the airport.

[175] Colman, 1980, p. 24, reports that in the short-run there was a slight increase in taxi ridership following deregulation. Since the real fare increased in the short-run, this supports the observation that waiting time declined. By contrast, Gelb, 1983b, p. xv, reports that during the first two years of open entry recorded ridership dropped by 25 percent in spite of a 20 percent increase in the number of licensed cabs. The drop in recorded ridership might be a result of reduced recording of riders, due in part to growth of independent cab companies. Also according to Gelb, 1983b, p. xxxvi, a 1977 report suggested ridership was declining prior to deregulation. In any event, 26 percent of resident riders claimed to be making more trips by taxi in 1981 than a year earlier while only 10 percent claimed to be making fewer trips by taxi. Gelb, 1983b, p. xxix.

Zerbe reports that deregulation led to no problems in the market for radio-dispatched taxis, where price competition worked well. Gelb (1983b, pp. 94-95) reports that in 1981 thirty-six percent of a sample of survey phone calls resulted in either service refusal (28 percent) or no-shows (8 percent). However, these data are misleading, because the percentage of refusals was only 10 percent for the three large fleets. Customers refused by other companies could call these, and they would learn to do so.

Gelb (1983b, p. xxviii) reports that the median vehicle age increased from 4 to 6 years, but also that there was no reported increase in taxicab accidents or passenger complaints about vehicle maintenance or safety.

Gelb (1983b) reports that some of the administrative costs associated with taxi regulation increased, but the amounts were small and the explanation was primarily that there were more vehicles and meters to be inspected and safety regulations were tightened. Also, the burden of licensing and rate setting for the city council was reduced.

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[176] Zerbe, letter to Pautler, April 20, 1984. See also Zerbe, 1983b, p. 44.

Zerbe reports that deregulation led to a number of problems in the market in which taxis are chosen from a cab line, primarily at the airport and rail station, where price competition was difficult. The airport has continued to assign cabs in the way it did when fares were uniform. Taxis are called into the loading area one by one, according to their place in the line. A cab that refuses or is refused by a customer goes not to the end of the line but to a holding area and soon returns to the head of the line.[177] In the airport market there was a large increase in fares, taxi lines increased considerably in length, taxis refused to carry passengers short distances, there was a substantial variance in fares among taxis, there were many consumer complaints about fare discrepancies, and there was an increase in threats and minor violence among drivers.

Zerbe suggests that high fares in this market were a result of the low fare elasticity of the probability that a customer would reject the first cab in line. Many customers are travellers who do not know the distribution of fares or are on expense accounts, and hence their decisions may not be highly sensitive to the fare level. The high fares led to a large number of cabs, long cab lines, refusals to serve short trips, and quarrels among drivers concerning positions in the taxi queue, but did not lead to an above-normal rate of profit because of free entry.

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[177] Zerbe, 1983b, p. 46.

The airport responded to the lengthening cab lines by increasing the taxi permit fee from $100 to $360 per year and by imposing a maximum fare. The problem of short haul customers was solved by creation of a separate cab line for them. These measures evidently reduced the number of cabs at the airport and the number of complaints.

Paratransit Services (1983, p. 34) reports that the burden of regulating taxis increased at the airport. Enforcement costs increased (to $71,542 in 1981), and the airport installed a closed-circuit television system ($14,000).

Zerbe suggests that the explanation for the variance in fares was that some cabs that served the airport also served other markets where demand was more elastic. Because they were apparently constrained to apply the same fare structure to all services, perhaps simply because they used the same meter for all trips, they charged lower fares than those that served only the airport. This variance led to consumer complaints. Imposition of a maximum fare substantially reduced the number of complaints, presumably because it led to reductions in the highest fares.

Zerbe concludes that in 1982 the airport fare was still above the competitive level and that resources were still wasted because of long cab lines. He suggests a reduction in the maximum fare.

There was a statement by a member of the taxi industry that vehicles deteriorated after deregulation in Seattle,[178] and Zerbe (1983b, p. 46) reports that "at the airport, as at the cab lines downtown, the quality of the ride deteriorated. Drivers were less knowledgeable, cabs dirtier. Some deterioration in quality results from open entry: new entrants are likely to know less about the area. And some is to be expected when prices drop in a deregulated market. As the airline case demonstrated, price and entry regulation leads to greater competition on the basis of quality".[179]

However, Gelb (1983b, p. xxxi) reports that "[o]verwhelming majorities of both residents and visitors gave positive ratings to the overall quality of Seattle taxi service." Eighty-seven and ninety percent, respectively of residents and visitors rated the overall quality of taxi service as good or excellent in 1981. Ten to 15 percent of residents thought taxi availability, promptness of service, and quality of drivers had increased, while 4 to 9 percent thought they declined. However, 16 percent thought the condition of vehicles was worse while 10 percent thought it was better. Others thought there was no change or did not know.[180]

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[178] DOT, 1980, pp. 78-79.

[179] Zerbe, 1983b, p. 46, also reports a number of incidents involving cabs at the Amtrak station. See footnote 55 above.

[180] Gelb, 1983b, p. 117.

b. San Diego

In 1979 San Diego removed the existing ceiling on the number of taxi permits and began issuing a fixed number of additional licenses per month. Regulations that controlled the fare were replaced by a fare ceiling that was high enough so that it was not binding for most firms. The fare ceiling was eliminated in 1980, but in 1983 it was reimposed, this time at a level 20 percent above the city average fare. Firms must file fares, but they can discount filed fares and thus are free to bargain. Shared-ride taxi service based on zone fares and jitney service based on per person fares were authorized.

Prior to deregulation, there was a long waiting list for taxi licenses, and medallions sold in the range of $8,000-$15,000 (see Table 5). Between 1979 and 1983 the number of licensed cabs more then doubled, from 409 to 915; the number of cab hours of service increased but by a lower percentage than the number of cabs because cabs were used less intensively; the number of companies increased from 68 to 310; the number of licenses held by the largest fleet remained constant while the share declined from 68 to 31 percent; the second and third largest fleets increased from 23 and 12 to 106 and 38 cabs, respectively; and the number of smaller fleets operating 4 or more cabs increased from 7 to 16.[181]

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[181] Gelb, 1983a, and Paratransit Services, 1983, Figure 3.

Average response time for radio-dispatched cab fleets initially increased from 10 minutes in 1978, prior to deregulation at a time when there were 409 cabs, to 13 minutes in November, 1979, when there were about 480 cabs. However, this deterioration was temporary. Average response time declined to 8 minutes in November, 1980, when there were about 625 cabs.[182] The most active cab stands became crowded after deregulation, and "passenger waits at busy cabstands were quickly reduced to seconds."[183] Taxi-type service has improved in some areas because of the introduction of jitneys. There was no evidence to suggest that deregulation led to a deterioration of service in ethnic minority areas.

Between July, 1979, when mandatory fares were replaced by a ceiling, and December, 1981, the weighted average fare for a 3.75 mile, non-airport trip increased by 47 percent, compared to a 51 percent increase in the consumer price index. By comparison, the weighted average fare for a 7.4 mile airport trip increased by 36 percent between August, 1979, and December, 1981.[184]

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[182] Gelb, 1983a, p. 133. Reason, August 1983, p. 16, reported that response time appeared to have declined dramatically as a result of regulatory reform. Gelb, 1983a, p. 133, reports that in November, 1979, eighteen percent of calls were refused by the dispatcher (8%) or resulted in no-shows (10%). In a 1976 survey, the figure was only 5 percent. However, the figures are not comparable. In 1976, the people who ran the survey disclosed to cabs that the survey was taking place. This was not done in 1979. Also, in 1979, a disproportionate number of the survey trips were short to save expenses. Thus, the 1976 figure is biased downward and the 1979 figure is biased upward.

[183] Gelb, 1983a, p. 139.

There was significant variation among fares charged by different firms, largely because radio-dispatch firms charged less than independents that operated primarily at cab stands. Evidence concerning illegal price gouging involves only anecdotes.[185]

Between August 1979 and August 1980, the number of recorded non-airport taxi vehicle trips was unchanged and the number of riders increased by 6 percent. Simultaneously, the number of recorded airport vehicle trips declined by 16 percent and the number of riders dropped by 37 percent. There is no obvious explanation for the drop in recorded airport trips, since airport fares increased less than non-airport fares; however, reduced waiting time was probably less important for airport trips. In any event, there are two problems with these data. First, as the structure of the industry changed, the percentage of unrecorded trips may have increased. Second, these ridership data do not include use of jitneys, which were increasing in number.[186] By 1983, twelve companies operated 36 vehicles as jitneys, serving shopping areas, hotels, the airport, military bases, and nearby La Jolla.[187]

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[184] Gelb, 1983a, pp. xxiii, 89.

[185] Gelb, 1983a, pp. xvii, xxvi, 83.

[186] Gelb, 1983a, p. xxvii. DOT, 1980, p. 77, reports that the number of taxi trips increased after deregulation.

Deregulation freed the city council from the time consuming tasks of certifying need for service and setting fares. Because the number of cabs increased, costs for the bureaus in charge of administering the taxi regulation increased by 58 percent between 1978 and 1981. However, this represents a decline in cost per cab, particularly after allowing for inflation.[188]

Although there are no data on vehicle age prior to regulatory reform, between 1980 and 1981 average vehicle age increased.[189]

Deregulation led to a number of problems at the San Diego airport, which continued to use a first-in-first-out taxicab queue in spite of allowing firms to charge different fares. There were long cab lines, short-haul refusals, disputes as a result of attempts by drivers to pick up passengers without waiting in line, and complaints about high fares and the variance in fares among cabs.

The San Diego airport responded by letting cabs carrying short-haul riders by-pass the queue; raising the permit fee to $200 per year; hiring seven full-time starters; limiting fares for trips leaving the airport to a range of 20 percent more or less than the weighted average city rate; and restricting the number of cabs that can wait at the airport. These measures substantially relieved the airport problems.

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[187] Reason, August 1983, pp. 16-17. Prior to deregulation, 8 companies operated 27 limousines. Gelb, 1983a.

[188] Gelb, 1983a, pp. 200-201.

[189] Gelb, 1983a, p. 137.

The percentage of taxi users that rated taxi service good or excellent increased from 75 percent (residents) and 86 percent (visitors) to 82 and 92 percent respectively between 1978 and 1980. Also, between 17 and 34 percent of residents reported that several service attributes (promptness, driver courtesy, vehicle condition, availability during the day and at night) improved between 1979 and 1980. Only 2-6 percent reported they became worse, 39-48 percent reported they remained unchanged, and 24-38 percent answered "don't know."[190]

Nevertheless, in 1983 the city imposed a one-year moratorium on new permits.

c. Oakland and Berkeley

1. Oakland

In mid-1979, Oakland's largest taxi firm, Yellow, closed following a drivers' strike, and as a result the level of taxi service in the city declined.[191] In response, the Oakland municipal government increased the fixed fare by 41 percent for a three-mile trip and replaced its policy of limiting entry on the basis of public convenience and necessity with open entry.[192]

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[190] Gelb, 1983a, pp. 165-167.

[191] This summary of the experience of Oakland and Berkeley with regulatory revision is based on Knight *et al.*, 1983.

Both before and after regulatory reform, most taxi riders were people with low incomes. Almost all taxis in Oakland were summoned by telephone. Cruising and cab stands, including airport service, were relatively unimportant. Thus, none of the problems associated with regulatory reform at airports in some other cities appeared in the Oakland case.

Prior to regulatory reform, medallions sold for $2,000-$3,000, and there was a waiting list for new taxi permits.[193]

Open entry led to a substantial increase in the number of permits issued and in the number of active cabs. The number of permits increased from 224 in 1979 to 303 in 1982. However, since only about 100 cabs were active in 1979, the percentage increase in the number of active cabs was probably greater than the percentage increase in the number of permits.

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[192] The fare increase is based on flag-drop and mileage charges. Oakland did not change its prohibition against shared-ride service.

[193] Wainwright, 1984. Few permits were transferable, however. A reading of Knight et al., 1983, tends to suggest that fares were low, and that as a result only about half of the cabs licensed were active, the ratio of cabs to population was low, the quality of cabs was deteriorating, and Yellow Cab failed. However, the three-mile fare of $3.40 was not particularly low by national standards in 1979 (compare to Table 3 for 1984), it is not clear that the companies that continued in business after the 1979 fare increase improved the quality of their cabs (although new entrants evidently used better vehicles), and the scant evidence does not suggest that waiting times were particularly high prior to the regulatory revision.

Most of the new cabs were accounted for by the entry of two new radio-dispatch fleets with 76 and 14 permits respectively. The two-firm concentration ratio (based on number of permits, including those held by Yellow prior to its closure) declined slightly from 62 to 58 percent while the four-firm concentration ratio increased from 74 to 87 percent. The number of permits held by independents and small firms actually declined.

Open entry led to an increase in average vehicle quality, because new entrants used newer vehicles than incumbent firms did and kept their vehicles better maintained.[194]

Knight et al. conclude that the increase in service did not reduce the response time for radio-dispatched cabs or passenger waiting times.[195] However, it is difficult to reconcile this conclusion with their finding concerning ridership. Initially, taxi ridership declined following the suspension of operations by Yellow and the 41 percent fare increase, but it gradually increased back to the original level as the level of cab service increased. Since ridership had generally been declining in previous years, it is difficult to explain why it increased as additional cabs were put into service unless passenger waiting time declined, although the increase in average cab quality could have been partially responsible. In any event, there was a decline in the ratio of ridership to cab hours of service.

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[194] Knight et al. report that prior to regulatory revision the quality of vehicles and service was declining visibly, there were many complaints regarding the poor and unsafe condition of Yellow's vehicles, and none of Yellow's vehicles passed city inspection. However, Wainwright, 1984, remarks that "there appears...to be some evidence that profitability is declining (after regulatory reform) and with it the condition of taxicabs."

[195] There are no data on waiting times; these findings are based on impressions gathered in interviews more than a year after regulatory reform occurred. Drivers may have caused response times to rise in some cases by misreporting their locations to dispatchers in an attempt to obtain additional business. If so, this may have been a response to a change from employee-drivers to leasing of cabs by drivers, rather than an effect of open entry.

Knight et al. report that "open-entry has not led to service problems from the sort of irresponsible operations which opponents often claim result from open entry."[196] They report that when ridership fell in response to the rate increase in 1979, there may have been some increase in the number of accidents because of fatigue as drivers worked longer hours in an effort to maintain their incomes. However, some firms reacted by limiting driver hours per day, and the problem was only temporary.

Regulatory reform did not lead to a significant increase in administrative costs. There were minor increases related to the larger number of permit applications and cabs to be inspected, but these were offset by additional application and renewal fees.

Following regulatory reform, there was no change in the geographic distribution of cab service within Oakland.

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[196] Knight et al., 1983, p. 53.

Overall, the reaction of city officials and the public to regulatory reform was mildly positive. It was not a major issue. As one might expect, incumbent firms opposed open entry.

2. Berkeley

The Berkeley case is closely related to the Oakland one. Not only are the cities adjacent, but the large majority of the cabs serving Berkeley prior to regulatory revision were also licensed to serve Oakland.

Berkeley deregulated both entry and fares in 1980, shortly after the changes in Oakland.[197] Prior to deregulation, Berkeley imposed only maximum fares rather than fixed fares as in Oakland. However, since all firms charged the maximum fare, fares were the same in Oakland and Berkeley. After Oakland raised its fares in 1979, many of the cabs that had been serving Berkeley moved to Oakland, while other cabs charged the Oakland fares in Berkeley even though this violated the taxi ordinance. After Berkeley removed the fare maximum in 1980, virtually all firms increased their fares to the Oakland level. This fare increase reduced ridership to some extent.

Open entry led to an increase from about 75 permits in mid-1980 to 91 permits in May 1983.[198] However, because of the close links between the Oakland and Berkeley taxi companies, these numbers do not accurately describe the supply of cabs in Berkeley. The number of cabs serving Berkeley was well below 75 in 1979-80, and the number presumably increased following the fare increase and open entry in 1980. As in Oakland, Knight *et al.* concluded that after open entry customer waiting times did not decline significantly, vehicle quality improved, and city administrative costs remained virtually unchanged.

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[197] Berkeley also legalized shared-ride and jitney service and dropped the requirement to use meters, but no new services or fare systems were introduced.

[198] Wainwright, 1984.

d. Phoenix and Tucson

1. Phoenix

Prior to July, 1982, the state of Arizona restricted entry into the taxicab industry in the state's cities through certificates of public convenience and necessity and fixed fares. In July, 1982, regulations restricting entry and fares were ended, and the state continued to regulate only driver qualifications, safety standards, and insurance coverage.

Teal *et al.* (1983) studied changes in the taxicab industry during the first year following regulatory reform. In Phoenix the number of cabs in service increased from 250 in 1981-82 to 325 in July, 1983. A large number of independents and other small firms entered the market and emphasized service at the airport, where radio-dispatch capability is not necessary. The share of cabs operated by the largest firm, Yellow/Checker, fell from 90 to 42 percent. Yellow/Checker virtually stopped picking up riders at the airport because of long (2 to 3 hour) average taxicab waiting times in the airport queue. However, Yellow-Checker and the one other company that existed prior to deregulation still provided 80 percent of all radio-dispatched trips in July, 1983.

Fares in Phoenix had not been increased for some time prior to regulatory reform and were low compared to those in similar cities. Thus, it was not surprising that fares rose immediately after deregulation. In addition, fares became non-uniform, with the smaller firms that emphasized airport service charging more per mile than the radio-dispatched fleets. Flag-drop charges remained at $.85 for most firms, but the mileage charge increased from $.85 per mile to a range of $1.20 to $2.00 per mile, and the waiting time charge increased from $7.50 to $12.00 per hour. Yellow/Checker's fare for a four-mile trip increased by 33 percent, but the increase over the pre-deregulation base was higher for other firms and hence for airport service. However, airport limousine fares and contract rates for dial-a-ride bus service declined significantly.

The first-in-first-out queue system limited price competition at the airport. This helps to account for the higher average level of fares on airport service and for the variance among fares charged by different cabs. The high average fare presumably accounts for the high average taxicab waiting time, which for a short time led drivers to charge a $10 to $20 minimum fare per trip (rather than to refuse short-haul trips, as cabbies have sometimes done at other airports). In July 1983 the city and the airport authority reregulated to some extent. They imposed driver certification and vehicle safety requirements (additional to those imposed by the state), imposed requirements for meters and fare-posting, and banned solicitation of business in passenger terminals by taxi and limousine drivers. These requirements reduced the variance among taxi fares, but they also reduced competition between taxis and limousines.

The increase in taxi fares following deregulation led to a drop in taxi ridership of about 12 percent between June 1982 and June 1983, in spite of the increase in the number of cabs in service. As a result, there was also a drop in trips and revenue per cab hour.

The changes in regulation made it possible for cabs to offer new types of service, such as jitney service, but no such services were offered. The explanation is probably that jitney service is uneconomical in Phoenix because of low densities and high automobile ownership.

2. Tucson

Teal *et al.* report qualitatively similar results from regulatory reform in Tucson. However, because fares had been increased shortly before deregulation, the increase in fares was much smaller in Tucson, and as a result ridership did not fall. The number of cabs rose from 60 to 97, fares increased (16 percent for Yellow Cab) due to an increase in waiting time charges, and the share of the firm that had a monopoly prior to deregulation fell. Net revenue per cab is low ($35 per 10 hour day). Variance among fares charged by different companies did not occur.

e. Other Experiences with Regulatory Reform

This section reviews the experiences with regulatory reform of several cities on which we have less information than was available to us on the cases reported above.

1. Atlanta

Atlanta switched from restricted to open entry in 1965, but then switched back to restricted entry in 1981. Fares were not deregulated.[199]

Open entry led to an increase in the number of licensed cabs from about 700 to about 1400 in the short run, but evidently most of the additional cabs had previously operated as unlicensed "cars for hire" in minority neighborhoods. However, by 1970 the number of cabs increased to about 1900.[200] Along with the two other major cities that then had open entry policies (Washington, D.C., and Honolulu), Atlanta had one of the three highest ratios of cabs to residents among U.S. cities. (See Table 1.) When entry controls were reimposed in 1981, Atlanta specified a maximum of 1,500 cabs to be reached by attrition. In 1983, the number of cabs was close to 1,500.

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[199] Unless otherwise indicated, the discussion of Atlanta is based on Paratransit Services, 1983, pp. 6-8.

[200] Kirby _et al._, 1974, Table 7.

Open entry also changed the structure of the industry. While five companies operated the 700 licensed cabs that were in service prior to open entry, after open entry the industry was composed primarily of independent owner-operators. When entry controls were reimposed in 1981, Atlanta specified that new entrants were required to have a minimum of 25 cabs. Perhaps for this reason, between 1981 and 1983 the number of cab firms declined from 55 to 25.

According to a 1976 report, in Atlanta "service is considered to be good," which "probably means that there aren't very many complaints about it."[201]

However, according to post-reregulation reports by Rosenbloom (1983) and Paratransit Services (1983), there were problems under open entry. Rosenbloom reports that under open entry there was a decrease in taxi service in minority neighborhoods and in other parts of the city, although there was an increase at the airport and major hotels. Rosenbloom also reports that there were complaints about severe problems at the airport, but the nature of the problems is not specified, and the only concerned party mentioned is the Chamber of Commerce. Paratransit Services reports that local business leaders and city officials, who were interested in creating a progressive image for the city, were concerned with the over-supply of cabs, the unstable business environment in the industry, poor quality of service, and frequent visitors' complaints about taxicab service. These problems motivated a return to entry restrictions.

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[201] Olson and Kuehl, 1976, p. 52.

These reports contain no evidence that local residents of Atlanta had complaints about taxi service under open entry. Also, there is no evidence that open entry was associated with higher administrative costs. In fact, under open entry one police sergeant was assigned to enforcement of the taxi ordinance. When entry was restricted in 1981, the enforcement staff was increased to 12.

2. Indianapolis

After limiting the number of licenses in the conventional manner, Indianapolis temporarily adopted an open entry policy during 1973-74.[202] Administratively this involved redistributing 219 of more than 300 licenses that had been revoked because they had been out of service for over 60 days.[203]

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[202] The discussion of Indianapolis is based on Gilbert and Gelb, 1980.

[203] A large company, Red Cab, which went bankrupt, had many licenses it did not use. No new licenses were issued during 1974-1980. A comparison of 1972 and 1983 market structures indicates that Yellow Cab grew substantially as did the independents as a result of Red Cab's demise. See Paratransit Services, Figure 5.

Apparently, licensing was not a binding constraint on the number of taxicabs before open entry. This would explain why the number of cabs evidently did not increase following open entry. There was an increase from 5 to 26 in the number of independent operators, but this change in the structure of the industry could be related to the bankruptcy of the largest firm as much as to open entry. Even after open entry was ended, entry barriers probably did not have much effect on the number of cabs; in 1980 a city official estimated that a medallion was worth on only $400-500.

Gilbert and Gelb (1980) report that complaints to the city about cab service tripled following open entry. It became more difficult to enforce insurance and safety regulations, in part because of the larger number of firms and apparently in part because with the larger number of independent cabs and increased turnover it became more difficult for the city to locate drivers, whose hours were irregular and whose places to business changed frequently. Rosenbloom (1983) reports that the quality of vehicle maintenance declined significantly. There were also reports of increased crime committed by drivers of independent cabs. It appears that at least some of these problems were a result of lax standards concerning driver qualifications rather than open entry and the increased number of independents.[204]

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[204] DOT, 1980, p. 62.

3. Portland

In 1979 Portland removed its population-based ceiling on the number of taxi licenses and legalized shared-ride service. However, entry still required a finding that the new supply was in the public interest and was restricted to operators with a 24-hour per day dispatch capability and a minimum of ten cabs ("sufficient cabs to provide citywide service").[205] Furthermore, in 1980 restrictions on entry were increased. The ratio of taxi licenses to population was again taken into consideration, and applicants were required to have a minimum of 15 cabs. According to Gelb (1982, pp. 32, 34), "these provisions effectively exclude small unaffiliated owner-operators and help to explain the very limited demand for new permits in response to the code changes enacted in Portland".[206] The few additional permits that were issued in 1979-80 required a considerable amount of time and effort.[207] Portland also retained regulations over maximum fares but raised the fare ceiling by 30 percent. In 1980 Portland tightened regulations for drivers and taxi firms. In short, regulatory reform was quite limited in scope.

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[205] Gelb, 1982, pp. 4, 17.

[206] However, Gelb, 1982, p. 34, adds: "On the other hand, Portland operators say that the local taxi business has been declining over the past three years and that current ridership is insufficient to support existing taxicabs, let alone additional ones. The lack of demand for the remaining permits allowable under the old ceiling supports this view." Gelb also notes that one small taxi firm declined additional permits after its application was approved (p. 52).

[207] Gelb, 1982, pp. 27-28.

Prior to the 1979 changes, the number of taxi licenses per capita (.33 per 1000) was low by national standards, and medallions carried a price of $3,000 to $9,000.[208] There were three taxi firms (all associations of owner-operators) with 113, 102, and 11 licenses respectively.

After the changes, another firm entered the taxi industry and acquired 15 licenses. The total number of licenses increased by 18, or 8 percent. There was no change in the geographic coverage of service. There was no significant new price competition (although one firm quotes point-to-point fares) or service innovation; prices were uniformly increased by the maximum permitted soon after the maximum fare was raised.

Gelb (1982, p. ix) states: "The original revisors' objective of inducing competition and service innovations was not realized. Given the limited nature of the regulatory changes and the city's later retrenchment, however, this is not surprising."

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[208] Kirby, 1980, p. 23. Wainwright, 1984, reports that licenses were not transferable, that the total of 226 permits was 27 less than the maximum permitted by the taxi ordinance, and that there was no waiting list for medallions. Gelb, 1982, pp. X-XI, reports that before and after the regulatory changes the two large companies divided tne city and took or referred phone requests on a geographic basis, but more recent information indicates this does not occur.

4. Fresno

Fresno opened entry and decontrolled fares for eighteen months during 1979-81. Prior to deregulation, Fresno required a minimum of 25 trips per day per cab, a minimum of 5 cabs per firm, and twenty-four hour per day dispatching. After reregulating, Fresno required a minimum of $160 per day per cab in documented revenues, a minimum of 3 cabs per firm, and twenty-four hour per day dispatching.[209]

Deregulation evidently did not lead to an increase in the number of cabs. The number of cabs was 70 before open entry, 50 at the time open entry ended, and 45 in 1983 following reregulation.

The number of firms increased from 8 before open entry to 25-30 during open entry and then decreased to 20 in 1983 following reregulation.

It is reported that after open entry was instituted customer complaints tripled. Problems reportedly included price gouging, poor upkeep of vehicles, and confusion resulting from having over 25 color schemes for the different companies. Enforcement was reportedly difficult.

Reregulation was supported by cab companies and by the non-taxi business community. Following reregulation customer complaints reportedly dropped. Everyone interviewed by

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[209] The discussion of Fresno is based on Paratransit Services, 1983, pp. 9-11, and Shaw _et al_, 1983, v.2, pp. 73-80.

Paratransit Services for their 1983 study viewed the Fresno experience with open entry negatively.

5. Spokane

Spokane deregulated entry and fares in 1980. However, it imposed minimum service standards and required that firms maintain an office or authorize an agent to maintain an office in the city.[210]

Deregulation did not lead to an increase in the number of taxicabs, which evidently declined from 100 prior to 1980 to 92 in 1982-83 and 80 in 1983-84. However, there was a significant change in the structure of the industry. Prior to 1980, Yellow cab held 96 of the 100 licenses. In 1983-84, it held 57 of the 80 licenses, while the remaining 23 licenses were held by independents. After deregulation, Yellow stopped serving the airport, and the independents concentrated there.

The Spokane taxi regulators report general satisfaction with open entry. By contrast, Yellow Cab, which opposed open entry, claims that the quality of service has deteriorated and that it receives a dozen complaints each week about price gouging, unsafe vehicles, and rude behavior on the part of the independent taxicabs at the airport.

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[210] The discussion of Spokane is based on Paratransit Services, 1983, pp. 36-38.

6. Sacramento

Sacramento deregulated entry and fares in 1982. However, the city continues to require 24-hour per day dispatching, requires filing and posting of fares, and requires a minimum of three months between fare changes.[211]

Open entry led to an increase in the number of cab permits from 110 to 168. The three firms that held the 110 permits prior to open entry continued to hold virtually the same number of permits. The additional permits were held by one new firm with 27 cabs, four new firms with 2 to 10 cabs each, and 11 new independents.

Shaw *et al.* (1983, v.2, p. 86) report that fares have remained at resonable levels and that at least one company has introduced senior citizen discounts.

There was a substantial increase in the number of cabs serving the airport. The airport hired starters at four locations to call up taxicabs from a waiting area, but the airport management reports difficulty controlling the conduct of taxicabs. The airport charges $3 per trip for taxis leaving the airport to pay for the starters.

One of the motives for deregulation was to free the city council from the task of setting fares, and city officials report that they have in fact been freed from regulatory tasks that formerly occupied their time. However, administration of remaining portions of the taxi ordinance now requires more time because of the larger number of cabs and firms.[212]

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[211] The discussion of Sacramento is based on Paratransit Services, 1983, pp. 24-27.

Paratransit Services (1983) reports that, with the exception of the largest taxi firm that was in business prior to open entry, most people contacted in Sacramento were satisfied with open entry.

7. Charlotte

In 1982, Charlotte, N.C., opened entry, deregulated fares, and legalized cruising.[213] Firms are still required to file and post their fares, but they can set any fares they wish (subject to certain constraints on extras for additional passengers, late night service, etc.) and can negotiate to charge fares lower than those posted. Firms are still required to have 24 hour a day radio-dispatching and are required to have a depot on private property, adequate supervision of drivers, and a listed phone number.

After deregulation, the number of cabs remained unchanged, but the number of companies increased from four to five after one new firm entered with 14 vehicles. Fares did not increase.

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[212] This was confirmed independently.

[213] This discussion is based on Shaw et al, 1983, v.2, pp. 55-72.

According to Shaw *et al.* (1983, v.2, p. 72), "[a]lmost everyone involved in the regulatory process feels that the current taxicab ordinance is working well."

VII. CONCLUSION

Although a number of cities have recently deregulated, entry, fares, service types, and service quality in the taxi industry remain heavily regulated in most cities, mainly by local governments.

There is no persuasive economic rationale for some of the most important regulations. Restrictions on the total number of firms and vehicles and on minimum fares waste resources and impose a disproportionate burden on low income people. Similarly, there is no economic justification for regulations that restrict shared-ride, dial-a-ride, and jitney service.

However, potential market failures provide a credible theoretical rationale for some other types of regulations, including fare ceilings and regulations dealing with vehicle safety and liability insurance.

Finally, some regulations might conceivably be justified on efficiency grounds because of distortions created by other taxi regulations. Fare regulations that underprice certain categories of trips might provide a second best rationale for prohibitions on service refusal, requirements to offer service at certain times or places, or minimum levels on the numbers of cabs operated by firms. However, surcharges for unprofitable services would be more efficient than such service requirements.

Experience with open entry and fare competition in the radio-dispatch market segment has generally been favorable. This is apparently true in Seattle, Oakland, Berkeley, Spokane, Sacramento, and Charlotte.[214] This is important because typically about 75 percent of taxi trips are produced by radio-dispatched cabs.

The favorable effects of open entry in radio-dispatch market segments include increases in the number of taxi firms and decreases in the market shares of the largest firms, increases in the number of cab hours of service, reductions in fares and response times, and reductions in the amount of time city councils devote to licensing and fare setting.

Overall, there have been no widespread significant problems related to open entry in radio-dispatch market segments. While an increase in customer complaints was recorded in Indianapolis and Fresno, these can best be dealt with through driver qualification and vehicle safety requirements rather than restrictions on the total number of cabs.

In marked contrast to the radio-dispatch segments, there have been many problems in cab stand market segments at airports following regulatory reform as a result of lengthening of the cab queues. These problems do not provide an argument in favor of entry restrictions, however. Rather, they suggest that there would be significant efficiency gains from either increasing fare competition at airports by altering the queue system or imposing or lowering fare ceilings on airport taxi service.

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[214] Interviews carried out by Federal Trade Commission staff suggest that partial deregulation in Jacksonville, Florida, also had favorable effects in the radio-dispatch market segment.

APPENDIX A

ELABORATION OF THE THEORETICAL MODEL

Figure 1 in Section III illustrates the theoretical model of a taxi market in fare-service (F, S) space. While this is useful for many purposes, for some purposes it is more revealing to use a diagram in which cabs hours of service (S) and number of taxi rides (R) are on the axes, as in Figure 3 below.[215] Given the model, points in (F, S) space can be mapped to points in (S, R) space, and the same letters (with prime signs) are used to designate corresponding points in Figures 1 and 3. The reader may find it helpful to refer to Figure 1 as well as Figure 3 while reading this appendix.

In Figure 3, suppose that J' is the point of joint profit maximization for the taxi industry. Around J' one can draw a family of iso-profit contours, such as the three solid elliptical contours that pass through points M', B', and K'. The profit level is constant along each contour and declines as one moves to contours farther from J'. Thus, suppose that profits are positive along the contour through M', zero along the contour through B', and negative along the contour through K'. Along the zero-profit contour, B' is the point where number of taxi rides is maximized, D' is the point where number of cab hours of service is maximized, and E' is the point where average waiting

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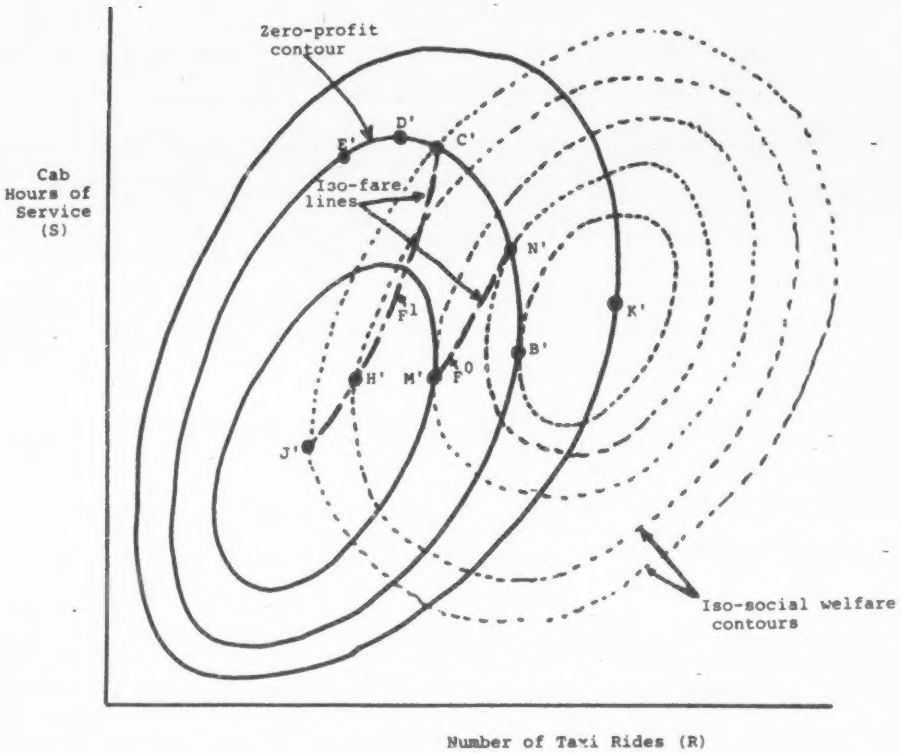
[215] This figure is adapted from Sheshinski, 1976, and Frankena, 1982, Appendix C.

Figure 3

Model of a Taxi Market in Service-Rides Space


Zero-profit contour
D'
E'
C'
Iso-fare lines
N'
K'
F1
B'
H'
M'
F0
J'
Iso-social welfare contours
Cab Hours of Service (S)
Number of Taxi Rides (R)

time is minimized. If entry is unrestricted, the industry will operate along the zero-profit contour. If entry is limited, the industry will typically operate at a point such as H' or M', where profits are positive.

Suppose that the efficient allocation of resources from society's point of view is at point K', where (for reasons discussed in Sections III and IV.A.8) the industry operates at a loss. Around K' one can draw a family of iso-social welfare contours, such as the five dashed elliptical contours that pass through points B', N', M', H', and C'. The social welfare level is constant along any given contour and declines as one moves to contours farther from K'. Figure 3 has been drawn so that the point that is "second best" efficient (i.e., on the highest iso-social welfare contour) given the zero-profit constraint is B'. B' also happens to be the point along the zero-profit constraint at which the number of rides is maximized, but in general the efficient and maximum ridership points will not coincide.

If the fare is held constant and service is increased, the number of cab rides will increase. For a given fare, the relationship between service and ridership is represented by an 'iso-fare' line, two of which are shown in Figure 3. F1 represents a fare higher than F0.

Suppose the government were to set the fare at the second best efficient level but not limit entry. In that case, the taxi industry would operate at point B'. If the government chose a fare above the second best efficient level and did not restrict entry, the industry would operate at a point along the zero-profit locus such as N', C', D', or E'. If the fare was set so that the industry would operate at N', a restriction on the maximum number of taxis would move the industry to a point such as M', on the same "iso-fare" line where both S and R would be lower. If the fare was set higher so that the industry was operating at C', a restriction on the maximum number of taxis to the same level as at M' would move the industry to point such as H'. If the industry was operating at H', a reduction in the regulated fare without a change in the maximum number of taxicabs licensed would move the industry to a point such as M'.

Suppose now that the government has imposed fare and entry regulations so that the taxi industry is operating at H'. There would be an efficiency gain if the government reduced the fare to the second best efficient level and eliminated entry restrictions, since the industry would then move to point B', which is on a higher iso-social welfare contour. In this case, there would be a smaller efficiency gain if the fare was reduced even if the entry restriction was not changed, since the industry would move from H' to a point such as M', which is on a higher iso-social welfare contour.

By contrast, elimination of the entry restriction without a reduction in the fare might reduce social welfare. Starting from point H', such a policy change would move the industry to point C', which happens to be on a lower iso-social welfare contour. While such a result is possible, it is not necessary. If the industry started at point M' rather than H', elimination of entry restrictions without a fare reduction would move the industry to point N', which happens to be on a higher iso-social welfare contour.

APPENDIX B

EMPIRICAL ESTIMATES OF THE DEMAND FOR TAXI SERVICE

This appendix summarizes available information on (1) the elasticity of demand for taxi rides with respect to taxi fares, waiting time, and income; (2) the cross elasticities of demand between taxis and other urban transportation modes; and (3) the value of waiting time.

1. The Demand for Taxi Rides

a. Fare Elasticity

We have found seven estimates of the fare elasticity of demand for taxi rides in the literature (see Table 6). With the exception of some of the estimates reported by Fravel and Gilbert (1978), all estimates lie in the range between -0.6 and -1.4. The median estimate is -0.8.

These estimates have several shortcomings. The data and estimation techniques used fall considerably short of current standards for econometric work on demand functions. First, some of the estimates are based on very short time series for a single city. Some are based on data for a single firm in a city with more than one taxi firm; such estimates assume that market shares are constant. Some are based on the effect of a single fare change.

Second, the estimation techniques implicitly assume that fare changes are not accompanied by changes in the level of service and waiting times, which would affect the number of taxi rides demanded. This assumption is probably invalid. Unless the

Table 6

Estimates of the Fare Elasticity of Demand for Taxi Rides

Study	Data	Elasticity
U.K. Ministry of Transport (1953)	London 1951-52	-1.0 or less in absolute value
Kitch *et al.* (1971)	Chicago 1965	-0.8[a]
Wong (1971)	Washington, D.C.	-1.4
Fravel and Gilbert (1978)	14 firms nation-wide 1976-77	Range: -1.5 to +1.5 Median: -0.2
Brown and Fitzmaurice (1978)[b]	21 Pa. cities with populations of 12,000-129,000	-0.8[c]
Applied Economics Associates (1978)[b]	Seattle 1977	-1.0[a]
McGillivray (1979)[d]	Danville, Ill., population 143,000 1975-77	-0.6

Notes:
[a] No test of significance.
[b] Cited in Fravel and Gilbert (1978).
[c] Not significant at 10 percent level.
[d] Shared-ride taxi service.

fare is initially very high, an increase in the fare will lead to a new equilibrium at which the waiting time is lower, particularly if entry restrictions are not binding. If an increase in fares leads to a reduction in waiting times, estimates of the fare elasticity of demand that assume that waiting time is constant will be biased downward in absolute value. Also, the estimates ignore tips. If the percentage tip varies inversely with the level of the fare, omission of the tip from the fare variable would cause a downward bias in the absolute value of the fare elasticity estimate.

Third, few of the estimates are accompanied by tests of statistical significance, and in other cases the estimates are not significantly different from zero at conventional levels. Thus, taken individually, the estimates carry little weight. However, the median of the estimates should be given some weight, subject to the qualifications listed above.[216]

We conclude that the available evidence is consistent with the hypothesis that the fare elasticity of demand for taxi rides is generally around -0.8 to -1.0. It should be added that there is no reason to believe that the fare elasticity is a constant independent of the fare level. Along a linear demand curve, the absolute value of the elasticity increases as the fare increases.

It should also be noted that if the fare were set at the level at which taxi firms would maximize joint profits, the fare elasticity would be greater than one in absolute value. If it were not for the downward bias of unknown magnitude in the elasticity estimates, one could speculate that at the times and places that the data for the studies listed in Table 6 were gathered, taxi fares were below the levels at which taxi firms would have maximized joint profits (holding the level of waiting time constant).

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[216] The variance of the median of the means from repeated samples is smaller than the variance of the means themselves.

b. Waiting-Time Elasticity

There does not appear to be any direct information about the elasticity of the demand for taxi rides with respect to waiting time. It would, however, be possible to make some inferences about responses to changes in waiting times if we had an idea of the value that people place on their waiting time. For example, if an individual values waiting time at $10.00 per hour, a fare increase of $1.00 and a waiting time increase of 6 minutes would have the same effect on that person's demand for taxi rides. Valuation of waiting time is discussed below.

c. Income Elasticity

In Section V.D.1.a, we summarized evidence on the use of taxis by different income groups. In many taxi markets the income elasticity of demand for taxi rides is negative,[217] i.e., low income people take more taxi rides per capita than do high income people. Even though the evidence does not allow us to conclude that the income elasticity of demand is negative in all cities (e.g., in large cities with a major cruising cab market), there is strong evidence that the income elasticity is uniformly lower than one, i.e., low income people spend a larger percentage of their incomes on taxis than do high income people.

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[217] Of course, no good can have a negative income elasticity of demand at very low income levels.

2. Substitution Between Taxis and Other Services

Beesley (1979, p. 109) calculated the cross-price elasticity of demand for taxicabs with respect to transit fares over the period 1960 to 1976 in London to be 0.2.[218] Sketchy evidence provided by a 1970 citywide transit fare increase in New York City led one study to conclude that the cross-price elasticity of demand for taxi service with respect to transit fares was zero, but this is contradicted by a study of a 1948 subway fare increase which concluded that the elasticity in question was positive.[219]

De Vany produced evidence from simulations of bus/taxi competition at airports indicating that a substantial diversion of passengers occurs from cabs to buses if waiting time for taxis is high. However, this result is based on assumptions rather than empirical observations about behavior. Estimates of limousine and taxi cross-price elasticities of demand for non-resident business travelers are on the order of 1.0 to 2.3.[220]

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[218] However, this estimate must be discounted somewhat because of problems calculating changes in taxi quantity.

[219] Kirby *et al.*, 1974, p. 125. In any event, there is no reason to believe this particular elasticity would be uniform across cities, since it would probably depend on relative time and money costs of travel by transit and taxi. Also, estimates of the cross-price elasticity of demand for taxi service are probably biased downward. The estimates do not allow for the fact that an increase in the demand for taxis leads to an increase in waiting times, given fare and entry controls.

3. The Value of Waiting Time

There are no estimates of what consumers would be willing to pay to reduce the average waiting time for taxis.

Existing studies suggest that, for rush hour work trips, on average people value in-vehicle travel time by car and/or public transit at about one-third of their hourly wage rates. People value time walking to transit stops and waiting for transit vehicles at about two to three times this much.[221]

It is difficult to use these estimates to make inferences about willingness to pay to reduce waiting times for taxis, since the situations are different. The majority of taxis in most cities are hailed by phone, and people who call taxis may be able to use much of the waiting time productively. Thus, it is reasonable to suppose that on average people would not be willing to pay as much per hour to reduce the time they wait for taxis as they would be willing to pay to reduce the time they spend waiting at bus stops, or even as much as they would be willing to pay to reduce the time they spend riding in a car or bus. Also, taxis are not used primarily for commuting to work. For people who use taxis, time is apt to have a lower value on average than time would have for work trips. On the other hand, the value of waiting time in the cruising cab market may be quite high, since rides often take place during work hours.

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[220] De Vany, 1977, pp. 34-5, citing deNeufville _et al._, 1972.

[221] Frankena, 1979, Chapter 2, and 1982, Chapter 2.

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WEDNESDAY, JUNE 11, 1986.

THIRD-PARTY MONITORING OF FOSTER CARE HOMES

WITNESS

JOHN HAMILTON WEST, PH.D., PRESIDENT, D.C. ACTION FOR FOSTER CHILDREN, INC.

Mr. DIXON. Next we have John Hamilton.

Dr. Hamilton, you are President of the D.C. Action for Foster Children, Inc., and you went to testify about foster care.

Mr. WEST. Yes, sir.

Mr. DIXON. That is a third-party monitoring organization of foster care homes?

Mr. WEST. Yes.

I like my middle name very much, but my last name is West.

Mr. DIXON. Oh, I am sorry.

Mr. WEST. I would like to say good afternoon to you, Mr. Chairman, and the rest of the committee.

Mr. Chairman, members of the subcommittee, I am Dr. John Hamilton West, President of the District of Columbia Action for Foster Children, representing the Board of Directors and membership of a nonprofit organization that monitors the D.C. Government foster care system.

Last year, Mr. Chairman, I appeared before the committee. I don't know whether you remember that or not. I left really feeling a little emotionally down, because I felt that you and the committee possibly listened to the words, but I really didn't think that I had much impact. So, I am back again to possibly review some issues that I think are critical in terms of how children, youth and families, are provided services in the community.

The first thing I would like to point out is that the paper has had a series of articles about persons who are in authority in terms of managing programs for children, and those persons have resigned or been fired, and I will list those persons later.

The first issue that I would like to point out is that we simply must have third-party or community participation in the monitoring process of the foster care facilities in the District of Columbia. Ms. Bernard, who is the Administrator for Family and Child Services, says that this will not happen; that she does not wish to have community participation. And, of course, I do not blame her, because if your system is not working very well, you certainly don't want outside people to be part of that, to know what is going on.

Mr. DIXON. Let me ask you, what does your agency or organization do?

Mr. WEST. We were incorporated for the specific purpose of monitoring the government foster care system, to see that children and their families receive the best quality services. And we try to provide the community with information about what is going on in that system.

Mr. DIXON. So, there is a form of monitoring at the present time?

Mr. WEST. Yes.

Mr. DIXON. I thought that was what your organization did.

Mr. WEST. Yes. But what we are talking about, when we say third-party monitoring, in terms of the monitoring process, we would like to have community representation on the monitoring team. And, of course, Ms. Bernard says that this will not happen. And the monitoring team goes out to the various group homes, and those group homes usually have adolescents; and they also visit other facilities where these children are placed, and they monitor them.

For over a year, that particular division has not had a director. It was only in May that a head of that particular unit was named. And we simply feel that having a community person, having community persons part of that team, would strengten it and would also increase accountability.

Mr. DIXON. Accountability to whom?

Mr. WEST. To the community. Because we feel that the wards of the city are indeed the community's children, because the community pays for their care.

Mr. DIXON. And isn't that the reason you have a governmental agency, to represent the community?

Mr. WEST. Yes. Well, we feel that any time that you get paid, for your livelihood depends on your job, that there is always the accountability question. And that is why most professional organizations and professional people in general have some kind of monitoring of that system—not only from their peers but as well from outside.

I would also like to point out that a week before Easter, four foster children died in a Southeast fire, and we were very troubled by that because this foster mother left these children in the charge of a young man—well, a man who later turned out to be a fugitive with a felony charge, who also died in the fire.

We feel very deeply that if, for example, you possibly had had community persons part of the monitoring team, they might have recognized or visited that home during a time when they would have become sensitized that something is not going right in that particular home.

Mr. DIXON. Dr. West, I guess what I am getting at is, you think there are a lot of things wrong with the foster——

Mr. WEST. There are a lot of things wrong, period, with the care of children, youth and families in this city.

Mr. DIXON. Can you tell me what they are?

Mr. WEST. One of them is that children are dying in the city. There was a child that was buried on May 21, a six-year-old youngster, who was in a foster home, and we received a call from the workers saying that they said the papers were not going to publish this death, which the Washinton Post has not done to date, that I am aware of.

Mr. DIXON. But let's talk some basics now.

What is wrong with the system? Is it that the criteria to place a child in a foster home is not enforced; that the city is too lax on homes that they allow or on parents that are allowed to be foster parents? What is wrong with the system?

Mr. WEST. What is wrong with the system is that favoritism and other variables enter into hiring the managers of that system. For example——

Mr. DIXON. And they are unqualified?

Mr. WEST. Well, you know, that is debatable about the qualifications.

Mr. DIXON. Are they civil service?

Mr. WEST. The Commissioner usually hires the main chiefs, and those persons are usually persons—and many of those hires are based upon friendship rather than on qualification. For example, one of the heads of the administrative review team is now Ann Chin. Here is the paper here: "Official Who Quit May Be Under Investigation." Ms. Rowe chose her to head the administrative review team based upon friendship and not upon qualifications.

She is not a social worker. She is not a behavioral scientist. She is not trained in the area.

Mr. DIXON. Do you know of some friendship between the two?

Mr. WEST. I certainly do. Well, certainly. Ms. Rowe—I am sorry, Ms. Rowe will admit that they have a very close friendship.

Mr. DIXON. So there is cronyism in the foster care field?

Mr. WEST. Well, that sure is going on. And then we have———

Mr. DIXON. Wait a minute.

And that results in unqualified people being appointed? I don't want to put words into your mouth, but I am trying to summarize what you are trying to say. I am very interested in foster care.

Mr. WEST. That leads into placing people in positions that they should not be placed in.

Mr. DIXON. I thought I said it another way. That leads to the appointment of unqualified people.

Mr. WEST. That is right.

Mr. DIXON. Now, what else is wrong with the program?

Mr. WEST. Please, let me also follow that up to say that we also have children who are part of the Youth Service Commission, and the director of that, Patricia Quann, has just resigned.

I agree with the lady who testified with the fire incident, that that is at almost a criminal level. For over a decade, those youngsters at Cedar Knolls have been under terrible care. Children have been raped; children have committed suicide; and so forth and so on. And that has been going on repeatedly.

Mr. DIXON. So, there is a lack of appropriate supervision at foster care facilities?

Mr. WEST. In many instances, yes.

Mr. DIXON. What else is wrong?

Mr. WEST. Another very important issue is that we have over 200 youngsters, and about 90 of those youngsters who are spread all over the United States in facilities that are poorly monitored. And I testified about this last year. We are giving Brown School $95,000 to $125,000 a year for a child in that service, when we know that we have the skills and the interests and everything to develop those programs within the city.

The average person says that people need to work, and that there are jobs, and we certainly could develop programs in the city to meet those children's needs.

Mr. DIXON. The District government is contracting out with other communities to take care of foster children?

Mr. WEST. All around the United States—in Florida, in Texas, Ohio, in Pennsylvania, in New York.

Mr. DIXON. It seems like that would please you, because the thrust of your activity is that the foster care program as run here locally is not good.

Mr. WEST. That doesn't please us at all when we do not have community participation on those monitoring teams, in order to see whether those children are actually receiving the services that they should receive. And also, one visit a year is not enough.

Mr. DIXON. Do you have experience with foster care programs in other States? If I can be frank with you, it seems that you are focusing in on this third-party monitoring; that your organization wants to get in on this third-party monitoring. And you focus in on criticism based on the lack of third-party monitoring.

Mr. WEST. No, Mr. Chairman. Our organization would certainly like to be part of third-party monitoring, but the issue is larger than our organization, so that if we would not be part of third-party monitoring we do not care as long as there is community participation. So, I am sorry; I don't want this to sound like this is self-serving. That is not my intent.

Mr. DIXON. I am taking some time and I am argumentative, because I responded to your statement that last year we heard, but we didn't act. So, let me start again with you, Dr. West. I am very interested.

Would you establish your credentials as it relates to foster care. What experience, training—both practical and educational—have you had? Why do you qualify as an expert in foster care? I am not siding with the District at all. I just want to know who Dr. West is that he can make these kinds of statements.

Mr. WEST. I received my A.B. degree from Chapman College with a major in psychology.

Mr. DIXON. Chapman in California?

Mr. WEST. In California; which means that I have a strong liberal arts background.

I have an M.A. in Clinical Psychology from Ohio University; and I have a Ph.D in Counseling and Personnel Services from Maryland University. And I did my post-doctoral at the Family Center at Georgetown University.

Mr. DIXON. What kind of work are you engaged in? Are you in private practice of some kind?

Mr. WEST. I do private practice, and I am also working on getting a psychology unit established at the Minimum Facility at Lorton.

Mr. DIXON. And this group is?

Mr. WEST. And I have been working with children, youth, and families for the last 25 years.

Mr. DIXON. Children, youth, and families?

Mr. WEST. Yes.

My first job was at Dayton Children's Psychiatric Hospital in Dayton, Ohio.

Mr. DIXON. This group of D.C. Action for Foster Children is composed of?

Mr. WEST. Is composed of members in the community and also a few persons from the religious community who have group homes, such as Reverend Jennings, who just died, at 10th Street Baptist Church.

Mr. DIXON. But you are the only professional in the group?

Mr. WEST. That is right.

Mr. DIXON. And is it their feeling that there needs to be third-party monitoring?

Mr. WEST. It is their feeling that there should be community representatives on the monitoring teams.

Mr. DIXON. To improve the quality of delivery of foster care services?

Mr. WEST. That is right; in order that there are not persons on the teams who are receiving checks from the government.

Mr. DIXON. Have you made this known to the City Councilperson who would have jurisdiction over this?

Mr. WEST. We have testified many times.

Mr. DIXON. To your knowledge, have they ever initiated any investigation?

Mr. WEST. Well, yes. There are plenty of investigations going on presently. One of Ms. Rowe's chief aides, as you can see, is being investigated now.

Mr. DIXON. I don't understand how that relates to third-party monitoring of foster care. You don't want to have the authority to select the personnel, do you?

Mr. WEST. No, no. But, you see, this lady who had no experience with foster care was chosen to set up the administrative review teams for foster care.

Mr. DIXON. What, in your opinion, was her experience?

Mr. WEST. I think she was a business major, as is indicated there. She is established in the art business, or something. She graduated with a Master's in Business, or something, from George Washington. But she was not trained in child development or in the behavioral sciences or in psychology, social work, education, or what-have-you.

And, you see, the administrative review team is the most important change that has been made in the whole foster care system, because from the administrative review team, they bring in the foster parent, the foster child, the social worker, and all of that. But Commissioner Rowe keeps that under her shop, and she does not want that to be an independent unit.

Mr. DIXON. Is there a national organization that rates foster care programs?

Mr. WEST. That is an excellent question.

No, because, surprisingly, D.C. has one of the best foster care systems in the nation, because foster care in general is in very bad shape around the nation.

Mr. DIXON. Doesn't that kind of just deflate your whole argument?

Mr. WEST. No, it doesn't.

Mr. DIXON. You just want to make it better, is that it?

Mr. WEST. Of course.

Mr. DIXON. You are now saying the District's foster care program is one of the best in the nation. In listening to your testimony before that statement, I thought you were saying that foster care was in a shambles here in the District of Columbia.

Mr. WEST. Foster care is not in a shambles here, because we do have some type of structure. But, in very poor States, we do not pay the foster parents the rates that they get in this present system. That is what makes it one of the best, because the foster parents receive board and care rates, one of the highest in the United States.

Mr. DIXON. Does that make it better?

Mr. WEST. In terms of rating systems, they look at how much money is paid out.

Mr. DIXON. Do you have foster care parents who are part of your association.

Mr. WEST. We certainly do, yes.

Mr. DIXON. So they might have some individual axes to grind with the administration of the program?

Mr. WEST. No, because there is a foster parent association that they can agree to. And I am surprised that you do not know Mrs. Grayson, who is very well-known in the city, and she is over the foster parent organizations. So they have plenty of outlets to do that, the foster parents associations.

Mr. DIXON. Excuse me for a minute. I will go vote and come back.

We stand in recess.

[Recess.]

Mr. DIXON. Dr. West, the thrust of your statement I would take very seriously, except it seems to me the thrust of your statement is that third-party monitoring could improve an already good system. I don't know if I agree with you or not, because I am not in the foster care delivery program, and some experts may say yes and other experts may say third-party people are just intermeddlers. I don't know, so I am not necessarily discarding or buying your premise, but that seems to be your premise, that the District's system is a good system. And you are saying it could be better with third-party independent monitoring, and I don't know if that is true or not true. Is that a fair summary of what you are after here, of what your testimony is all about?

Mr. WEST. With all respect, Mr. Chairman, that is not a fair summary, because I have not said that it is a good system. I said that in terms—if you look at the total nation with 50 different States, that we certainly would not be rated at the bottom of the system, based on the rate that foster parents receive for providing care.

Mr. DIXON. Let me stop you there. I accept your expertise, and that isn't what I heard the first time. I heard both of those statements, but they were in two different segments. I thought I heard you say first that the District has a good system here, period. And then at some point you said they pay the best. And my question was, was that the reason it is a good system? And then I followed up by asking you once again about your organization, because from a foster parent point of view, that could be the criteria for a good system. Now I accept your expertise, so my question to you is: when you weigh all factors, does the District of Columbia have a good foster care system, meaning the administration, the level of care, the qualifications of foster parents, and putting what the foster parent receives financially at the bottom for any criteria?

Mr. WEST. An excellent question, Mr. Chairman, and I think this article here shows you that we have——

Mr. DIXON. I am asking your professional opinion.

Mr. WEST. There are no good foster care systems, because we have a national crisis. We have a national problem, and there are over 300,000 children who are part of the foster care system. The only State I know with a program that might be halfway good would be Arizona, but we have a national crisis and a national scandal. We do not have any good foster care system.

Mr. DIXON. Let me ask you this. Does the Federal Government participate in some foster care program as far as Federal monies flowing to a particular State or local jurisdiction,

Mr. WEST. It certainly does. I think the District gets something like $18 million.

Mr. DIXON. Does the Federal Government require third-party monitoring, as a condition of receiving monies?

Mr. WEST. It doesn't require, but it doesn't object either. What it insists on, that you must have administrative reviews, and it also recognizes what is called citizens' reviews. We happen to believe that citizen reviews are better than administrative reviews, because citizens reviews are independent of the agency, and that is why Mrs. Rowe there wants administrative reviews, because she keeps it under her shop, and she selects the persons who conduct the reviews.

Mr. DIXON. As perhaps she should. I mean, I don't know what she believes is not the appropriate approach. Let me rephrase it. What can this committee do to help you? You see, I thought you were coming here with a statement that the foster care program here was in a shambles, and a suggestion that third-party monitoring might be the way to improve it. Now I am hearing that this is a third-party monitoring cause, and what we are really interested in is third-party monitoring, and nothing else is going to do the job. So how can we help you?

Mr. WEST. Well, each time, Mr. Chairman, I fail, because third-party monitoring is just one element. It is not the only element. We believe that the 200 and some children out of State should return home.

Mr. DIXON. Why?

Mr. WEST. Because why would we pay $95,000 for one child to be placed at Brown School, when we certainly could develop a program.

Mr. DIXON. Where is the Brown School?

Mr. WEST. Brown is in Austin, Texas.

Mr. DIXON. And the District pays $95,000?

Mr. WEST. That is right.

Mr. DIXON. To have one child placed at Brown School?

Mr. WEST. That is right.

Mr. DIXON. And that is over a period of what time?

Mr. WEST. They have been dealing with Brown School for years.

Mr. DIXON. With this same child?

Mr. WEST. Oh, no. I mean the children change, Mr. Chairman. It is not just one child. The child changes. Different children are placed, residential children. throughout the year.

Mr. DIXON. You mean $95,000 over a period of time. You don't mean in one year?

Mr. WEST. No, sir. That is the price for the placement in the residential treatment at Brown's for one year.

Mr. DIXON. Does Brown have some particular expertise and the children that are placed there have some unique problems?

Mr. WEST. Of course that is what they claim. But from my dealing with children——

Mr. DIXON. You mean that is what Brown claims?

Mr. WEST. Of course, They claim that they have a special program, but from my professional experience——

Mr. DIXON. Do you believe that?

Mr. WEST. In having worked in all kinds of centers, we know that any condition that a child might have we certainly could take care of that child in the community for less than $95.000.

Mr. DIXON. Dr. West, I have tried to stay with you, but I really don't understand.

Mr. WEST. You don't think that that is a very high fee for providing a service, and sending the child way away from its family?

Mr. DIXON. I have yet to nail down whether this is one child or a series of children over a period of time.

Mr. WEST. You see, each month they have a council, and children with various problems are referred to this council, and they are placed in facilities around the country.

Mr. DIXON. And Brown has received $95,000 over a period of——

Mr. WEST. For whatever child is placed from D.C. there, at least for this year, that is their fee, for this year.

Mr. DIXON. For one child?

Mr. WEST. For one child. That is the cost for one year of service.

Mr. DIXON. And there is only one child there?

Mr. WEST. I don't know how many children are there now, but I know that last year that they had one child there. They do have children there now.

Mr. DIXON. What is the nature of Brown's expertise?

Mr. WEST. It is a residential facility for emotionally disturbed children.

Mr. DIXON. And you feel that there are adequate facilities in the District?

Mr. WEST. If the facilities are not here, they certainly could be developed, rather than sending our children way away. That is almost 2,000 miles away. We could develop the programs within the community. That is what the whole deinstitutionalization movement was all about.

Mr. DIXON. What do you mean? As I understand it, foster children are children that, one, have been taken from parents because of some court action or children who through some unfortunate circumstance have become wards of the court because their parents are deceased or whatever. Am I generally correct?

Mr. WEST. Yes. Children become wards of the city because families become troubled, and either a parent might die or the parents might not be employed or the parents might be emotionally disturbed. But for some reason the parents cannot take care of that child. It is a breakdown in the family structure, and foster care was designed to be temporary care. It was not meant to be permanent. It was not meant to be permanent care. And that is what this whole permanency movement is all about. The average stay of a child in the foster care system in the Distict of Columbia is between five and seven years, which is disgraceful. It was not designed to do that. It was designed to help families.

Mr. DIXON. Why do you think that occurs?

Mr. WEST. It occurs—I believe it occurs because it is easier to take the children away from the families than to work with those troubled families and get them back intact. That is very difficult work.

Mr. DIXON. Let me ask you one further question, Mr. West, and I don't mean to be discourteous or rude. Are you seeking the city to engage more frequently the kind of services that you offer?

Mr. WEST. That is a very troubling question, Mr. Chairman, because again I think you are getting back to that self-serving angle. I got involved in foster care when I was working at the Urban Research Institute at Howard, and we had to at least have one community project, and I chose foster care. And then after I got involved with that and saw the great need, that is why I have been involved.

D.C. Action for Foster Children has to be involved in any third-party monitoring, but I would not lie to you, because I think that we have people certainly who could serve on them, but the issue is larger than DCAFC or myself, although I have no intentions of ever giving up my work in foster care. That is a lifetime commitment.

Mr. DIXON. How can this committee help you?

Mr. WEST. I outlined all of that in the last testimony that I gave here, in recommendations.

Mr. DIXON. What page is it on, Mr. West?

Mr. WEST. 3117.

Mr. DIXON. You are suggesting that we appoint someone to work with DCAFC?

Mr. WEST. Yes.

Mr. DIXON. And some special interest project funding. Well, the reason we didn't respond is the committee felt it was inappropriate for us to involve ourselves in DCAFC to that extent. Let me tell you I will have Mrs. Rowe back and talk to her again. Is Mrs. Rowe aware of your concerns?

Mr. WEST. Very much so. Mrs. Rowe is appearing because she is having a lot of—she has at least three staff members that are presently under investigation by the FBI and other people.

Mr. DIXON. What are you trying to say when you say that?

Mr. WEST. Well, I think that Mrs. Rowe's accountability in terms of the care of children is being questioned.

Mr. DIXON. This is one of the agencies that is under her large umbrella, as I understand it?

Mr. WEST. That is right. But youth services and family child services are just two that she is involved in.

Mr. DIXON. I will have a conversation with her, Dr. West. I just don't know how we can help. I thought you were saying one thing. Is there any misunderstanding between us now as to what your are really saying?

Mr. WEST. No. I am just leaving the same way that I left last time. I just hope—you see, I know that when there is an issue that one of the committee's feels strongly about, that they move in the direction to bring about change. For example, Senator Specter has provided money for the truancy center for the District public school system. I was hoping that monies would be provided for strengthening the foster care system in the District of Columbia.

Mr. DIXON. Is it monies? I didn't think it was monies. This is the first time that you have raised the issue of money.

Mr. WEST. I outline three in terms of what each step would be.

Mr. DIXON. But your three recommendations, as I understand them, would require this committee's active involvement?

Mr. WEST. In terms of doing the necessary research to, for example, answer very specifically and as best that we possibly could, and your questions related to the quality of care for services of children, youth, and families.

Mr. DIXON. For instance, you say that the committee Members "will appoint professional staff members from the subcommittee to work with DCAFC." I don't think that is an appropriate role for us. Do you?

Mr. WEST. In terms of the trauncy center, there were people from Senator Specter's committee that worked with the public school system in terms of getting the basic information to keep him informed and to get that center in operation.

Mr. DIXON. I will not comment one way or the other on what the Senate does, or what Senator Specter does, but I just don't think it is appropriate for this committee to do what you are suggesting. I will talk to the agency head.

Mr. WEST. I appreciate that.

Mr. DIXON. And see what develops from that conversation.

Mr. WEST. Sure. Thank you, sir.

Mr. DIXON. Thank you. So you did get my attention.

Mr. WEST. I certainly did. Thank you I appreciate it.

Mr. DIXON. Mrs. Marshall, can we arrange for Mrs. Rowe to come back?

Mrs. MARSHALL. Yes; I will, Mr. Chairman.

Mr. DIXON. And will you tell her specifically of the subject matter, which is the overall picture of foster care in the District of Columbia.

Mrs. MARSHALL. I will, Mr. Chairman.

WEDNESDAY, JUNE 11, 1986.

BOOTING AND PARKING

WITNESS

MITTLEMAN, ELAINE J., MEMBER, D.C. BAR

Mr. DIXON. Our next witness is Elaine J. Mittleman.

Ms. Mittleman, you are here to talk about booting and parking.

Ms. MITTLEMAN. Yes. I am a member of the D.C. Bar. I am a resident of Falls Church, Fairfax County, Frank Wolf's District. I wanted to have the opportunity to tell him I am within a stone's throw of the West Falls Church Metro.

Mr. DIXON. A staff person is here from his office, so I am sure she will tell him.

Ms. MITTLEMAN. Another I thing wanted to mention was that I got carded yesterday at the Safeway.

Mr. **Dixon**. You got carded?

Ms. **Mittleman**. Carded. You have to show your ID that you are 21.

Mr. **Dixon**. I won't comment on that. You call that carded?

Ms. **Mittleman**. Well, back in my day, they did.

Mr. **Dixon**. It has been so long since I have been asked for an ID. What is your testimony?

FOSTER PARENTS AND DRUGS

Ms. **Mittleman**. I would like to also say something, if I could, about the person that just got through speaking. I have taken a number of cases under the Criminal Justice Act of the D.C. Superior Court, and one of my clients was a woman who had a severe drug problem, and was always missing her court days and in and out of drug programs.

I think she is in CADAC at this time, and she had foster children in her home. I never believed it, because this woman, if you saw her, she looked like a derelict. She was a derelict.

It was a pathetic woman in her fifties with a very bad drug problem, and one time, she came to court with her jaw wired up because somebody had hit her. The judge even couldn't believe her, and she was in and out of the hospital as well.

One time in court, in fact, she did bring her kid, her babies, she called them, and every time that we would have a hearing, which was a lot of times, she would always say to me, "I don't know what to do with my babies, if I have to go behind bars. What will I do with my babies?"

And you know, like I said, I thought this woman, about 95 percent of what she said, I thought she was making up, but then she did bring these babies to court this one day, and this went on over a period of several years, so I believe that she must have been in charge of three or four or so many foster children. There is no way she was capable of doing that.

Mr. **Dixon**. You think that maybe there should be closer supervision and/or closer screening?

Ms. **Mittleman**. She had a severe drug problem, there is no question about it. I could see the tracks on her hands.

Mr. **Dixon**. And she had foster children?

Ms. **Mittleman**. Yes, because I saw them in court one day. It went on for two years. I thought she was manufacturing this, this is an excuse so she wouldn't be sent back.

Mr. **Dixon**. Did you report this to the appropriate people within the District?

Ms. **Mittleman**. No. I mean she always told the Judge the same thing. I thought well, that is just the way it works. I have not really had a lot of familiarity with. That was my only exposure to it.

Mr. **Dixon**. My comment was not in any way critical. I just wondered if you did report it?

Ms. **Mittleman**. No, I didn't. The judge was aware of it. I spoke with the judge a number of times about the terrible condition this woman was in, and the probation officer, too.

She was never in compliance with probation, and she would never make her appointments or anything else, and we would talk about, can you believe she is in charge of these children? It is amazing.

Anyway, I just wanted to mention that.

Mr. DIXON. All right, let's talk about booting and parking now.

BOOTING AND PARKING IN DISTRICT

Ms. MITTLEMAN. The way I got involved, I don't have a constituency on parking besides myself. I have a parking ticket right now. Anyway, a couple of years ago, I got a court-appointed case of a guy that was arrested for taking a boot off of his car.

It was an appellate case, so I did a lot of research, and I got interested in it, and it turned out that I think there is a lot of constitutional arguments as to why the booting statute, there is a lack of due process, lack of notice, et cetera, and so I have become more acquainted with parking in the District of Columbia.

I think like so many other aspects of the D.C. Government, they are just completely not responsive. There is not enought parking in D.C. and the government just isn't doing their job.

I was at a hearing this morning with Madine Winter about parking, also.

Mr. DIXON. She is Chairman of the Committee that has jurisdiction over this.

Ms. MITTLEMAN. Yes, and I was at another hearing a couple of months ago also about parking. There are several problems, I am going to be as brief as I can possibly be.

The main problem is, well, besides just being that the D.C. Government is not doing enough, they use it as a revenue-producing measure. Parking under the Code is supposed to be, the D.C. Council has authority to make regulations that would promote safety or the well-being or whatever, not revenue, and yet, that is exactly——

Mr. DIXON. The D.C. Government never admits to that, you know that?

Ms. MITTLEMAN. No, they said that at a hearing. She told the D.C. worker, please don't say that, it isn't going to sound too good. The hearing a couple of months ago——

Mr. DIXON. Since I have been on this committee I have asked whether its main purpose is regulatory or revenue producing.

Ms. MITTLEMAN. That is unconstitutional for them to do that.

Mr. DIXON. I know that. That is the reason I asked the question, and that is the reason they always respond it is regulatory, not revenue producing.

Ms. MITTLEMAN. At this hearing, there was a hearing, again a corollary issue to raise the fee for booting from $25 to $50, and the person, Mr. Johnson I think his name was, said well, this would bring in more revenue, and Nadine said, would you please not say that, that doesn't sound so good.

Every time there is something in the Washington Post or the press about raising parking from $10 to $20, $20 to $50 or whatever——

Mr. DIXON. You mean tickets for parking too close to the intersection, pedestrians jaywalking, booting, towing, whatever, it is always put in the phrase, this will bring in $10 million more, or something like that.

Ms. MITTLEMAN. They never say this will improve safety by 32 percent or we will now have 18 more parking places on the corner of 13th and G or something like that.

They don't have any concept of what would be an overall parking plan, what would improve safety, what parking should even be in the District of Columbia.

When I testified at this booting hearing, I live in Falls Church, and they just said well, you should take the Metro. That is what your problem is. I said, well, the Metro doesn't necessarily go to where I need to go. I mean, somehow, that was my fault, I don't know.

The parking revenues now are about, I think around $30 million, so it is not something to be sneezed at. The other thing is the revenue is by statute to go to the Metro fund, most of it, so it doesn't go back—or the general fund, the general fund or the Metro fund—it does not go back into parking or to cars or anything else.

It goes into Metro, and there is nothing to keep them from continuing to increase these fees. If you can raise it to $50, why not raise it to $100. What is to stop them? There are no constraints on it. It is a cash cow, if you will, and certainly public opinion doesn't seem to bother them, because that hasn't bothered them in the past.

In terms of the inaction, the hearing this morning was about a D.C. offstreet parking act from 1980, that they have never implemented, and this morning, Nadine Winter was just talking, Mr. Apnedian and Mr. Thompson. They said, why haven't you done anything?

They said, we are going around looking to see which neighborhoods may have a parking problem, and we think we have identified Georgia Avenue. This has taken eight years to do.

Mr. DIXON. Have you given a lot of time and thought to this?

Ms. MITTLEMAN. Yes, I have. I had an oral argument before the Court of Appeals about the booting.

Mr. DIXON. Setting aside the legality issue and the constitutional issue, it seems to me that there are not enought parking facilities of one kind or another in Washington, D.C.

Ms. MITTLEMAN. That is very true.

Mr. DIXON. It is not all the fault of the D.C. Government. I mean we have people that come into the District during the day that need parking spaces?

Ms. MITTLEMAN. Right.

Mr. DIXON. There are probably not adequate parking spaces at their employment?

Ms. MITTLEMAN. Right.

Mr. DIXON. We have here in the city a lot of commercial development that in my opinion, does not have adequate parking?

Ms. MITTLEMAN. That is right. I have some newspaper clippings about that, Pennsylvania Avenue development, for example. Also, the D.C. Government apparently is not allowed to have municipal parking.

In other words, they use that as a reason that they can't build parking. It is against the law or something, I don't know.

Mr. DIXON. You mean to have municipal parking?

Ms. MITTLEMAN. Yes, although apparently it isn't against the law, but that is what they have said, that it is against the law.

Mr. DIXON. I guess my question is how do you envision this being corrected?

Ms. MITTLEMAN. I don't know. I think that it is in a sense almost a question of the D.C. Government in general. Why don't they do the bare minimum of what governments should do?

Mr. DIXON. What is the base minimum? I have been thinking about it. What is that?

Ms. MITTLEMAN. Get more parking would be a start.

Mr. Dixon. How do you get more parking in the fixed area like this?

Ms. MITTLEMAN. You go out and spend some money on parking. You take the revenue from parking tickets and put it into a parking garage. Nadine Winter told the people this morning to come back to her in 10 days and report to her about Anacostia and some other places.

That is a start, but it has taken six years to do. I don't understand that.

Mr. DIXON. I am interested in corrective actions.

Ms MITTLEMAN. Take the revenue from parking tickets and use it for parking.

Mr. DIXON. And what, buy some property?

Ms. MITTLEMAN. Yes.

Mr. Dixon. You see, my impression is that there is a high concentration of people with automobiles in a given area, and there is no place——

Ms. MITTLEMAN. I don't think that is true. No.

Mr. DIXON. You don't think so?

Ms. MITTLEMAN. No, because some of the places that have problem, as was stated this morning, Anacostia, the H Street corridor, Northeast and Adams Morgan, and in Adams Morgan, they have a place. They already have a lot that they can use to build a parking garage. No one has bothered to do it.

Mr. DIXON. Who owns it, the District?

Ms. MITTLEMAN. I don't know who owns it, but it is a park or something. It was pointed out to me. It is available and it has been available. In the past, some other lots that were available, by the time apparently the District got around to making an offer for it, whoever owned it got the idea that now it is a hot property, and the price doubled or something like this.

This morning, they hadn't made one overture to anybody in six years, because she asked them, identify what street corner that you picked out for a parking garage, and they didn't have one.

They had nothing. They hadn't even looked at one piece of land.

Mr. DIXON. So you think the District Government itself should develop municipal parking lots?

Ms. MITTLEMAN. The point is that if all they are concerned with, which I think it is, is revenue, then why would you build more parking garages, because if you build more parking garages, you will have less revenue.

Do you see what I am saying the motivation?

Mr. DIXON. I see what you are saying.

Ms. MITTLEMAN. And they just use Metro as sort of an excuse. They say, well, take Metro so we don't need more parking. It is your fault if you can't find a place to park.

Then, in terms of scofflaws, you are a criminal if you can't find a parking place. This booting is punitive, because most people don't have parking tickets and get booted because they are bad rapists or something. There is just no parking. You could get booted 25 times, and you would still get more parking tickets because you don't do it deliberately.

Mr. DIXON. The citizenry or those who get tickets are in open rebellion against parking laws, so they don't pay the tickets. That is really what happens. You only get booted after you have four or five tickets.

Ms. MITTLEMAN. Four. The law says two, but they do it at four.

Mr. Dixon. And the ticket has to go to warrant?

Ms. MITTLEMAN. That is five days.

Mr. DIXON. And then they just boot the vehicle and it is entirely a revenue-producing situation.

Ms. MITTLEMAN. Right, but I wanted to point out to you that in a sense it serves us as a commuter tax, the booting statute does, and Nadine Winter used that term. I have some statistics here. 37 percent of those booted were from Maryland, 26 percent were from Virginia—this is 1985, and only 18 percent were from D.C.

Mr. DIXON. You have got to compare the number of automobiles?

Ms. MITTLEMAN. That was percent.

Mr. DIXON. Yes, percentage of what, booting?

Ms. MITTLEMAN. Of booted.

Mr. DIXON. Yes, but I would dare say that there are probably on any given day as many cars from Maryland and the District as there are District cars.

Ms. MITTLEMAN. Yes, but I was going to say I think the reason is because in D.C. to get your tag renewed, you have to pay every parking ticket, and in Virginia and Maryland you don't.

Mr. DIXON. They don't have that control.

Ms. MITTLEMAN. But when they passed the booting law in 1971, in the Congressional Record here, Senator Inouye said, they should make up a reciprocal agreement between D.C., Virginia and Maryland to have this registration requirement, which would eliminate a lot of this booting, I think, because people would have to pay up, and they wouldn't have these outstanding parking tickets.

He said in 1971 that they were "actively pursuing this, and hoped it would soon be achieved," and also Mayor Washington said that that "would be the most effective way," having this agreement to get people to pay their parking tickets, and apparently, they have not bothered to do that in 15 years.

Mr. DIXON. Do you know whether or not they have tried to get a reciprocal agreement?

Ms. MITTLEMAN. No, I don't know, but it says here in this Congressional Record.

Mr. DIXON. That they should do that?

Ms. MITTLEMAN. That they have the authorization to do it.

Mr. DIXON. Mrs. Marshall, has the city tried?

Ms. **Marshall**. I think they have, Mr. Chairman. We have tried to get a reciprocity agreement with Maryland and Virginia. I don't know how successful it has been, because there has to be agreement on the part of Maryland and Virginia to do this.

Mr. **Dixon**. You know, for the life of me, Mrs. Marshall, she comes at an appropriate time. I don't know how many traffic tickets were given out at the Riverfest down on the waterfront. There was no way possible for the number of people expected in that area to park their automobiles.

Ms. **Marshall**. I hope they took the Metro.

Ms. **Mittleman**. That is what I am saying, take the Metro, you see?

Mr. **Dixon**. And also the police, and I don't know whether or not it was arbitrary, decided to ticket in some areas and not in others. They decided to ticket on Maine Avenue, and not on other streets. Now, there are parking lots down there adjacent to the waterfront restaurants, but those streets were closed off so even if you wanted to get into those parking lots, you couldn't because that is where the Riverfest was going on.

Now, based on five years there, I can tell you generally how many cars are going to come into that area for the Riverfest, and I would imagine the District paid parking ticket writers overtime because it was a great source of revenue. There is no place to park down there. It is true that the river is there, but I think you can anticipate a great revenue time, because people are going to come from Maryland or Virginia or from Washington, D.C., and while we are celebrating a clean river, we can make some money off of parking tickets.

There is no place to park there. I mean there really isn't. I live in that area, as you know. So where are these 4,000 people, about 1500 cars, going to park? They are going to park where they get ticketed. It just makes sense to me that it has got to be revenue-producing. I absolutely agree with you.

Ms. **Mittleman**. Also, Senator Inouye said the reason he introduced this bill was someone told him that there were 2.25 to 4 million less in city coffers as a result of unpaid parking tickets.

He said, "My concern over revenue lost resulted in legislation introduced today." It is clear that is why he introduced it, we have got to get more money in. People think booting is going to help be a deterrent, like throwing somebody in jail as a deterrent.

Capital punishment is a deterrent.

Mr. **Dixon**. Not on traffic violations.

Ms. **Mittleman**. You could have been booted last week, and you will still get a parking ticket today. It is going to cost you more money. I don't like to be booted, right, but it is no deterrent, and the number of cars booted hasn't gone down.

If it was a deterrent, presumably there should have been at least some decline. It is not like we have people that are pushing drugs. Today, I am just going to see if I can really zap the D.C. Government and park illegally. I think most people at least make an attempt to park legally.

Mr. **Dixon**. I would agree with you, and they can't find any place to park.

Ms. **Mittleman**. Right now, I am not parked legally, because I have been here more than two hours. So what was I supposed to do, zoom out?

Mr. **Dixon**. You are parked at a meter?

Ms. **Mittleman**. Yes. I am saying this is how I get parking tickets. It is not that I am saying oh, I am going to save my quarters.

Mr. **Dixon**. Where does one park if they are coming to Capitol Hill on business?

Ms. **Mittleman**. Last fall, I was——

Mr. **Dixon**. Are there some parking lots around?

Ms. **Mittleman**. That is what I am showing you. Last fall, I was lobbying on the Senate side on a judicial nomination, and I parked in resident parking, thinking that that was going to be less troubling to people because there was no more parking.

It was like on Fifth Street or something. People were at work, and two days in a row I got a parking ticket. That cost me $40, so I wrote a letter to Senator Dole. I wrote a letter to George Bush and a letter to Tip O'Neill. I get this back.

I wrote a letter to the D.C. Government saying I was on Capitol Hill. This is beyond my control. Sorry, tough luck, pay $40.

Mr. **Dixon**. Why didn't you take a cab?

Ms. **Mittleman**. From Virginia? I live in Falls Church. I can't take a cab from Virginia. Now I can take the Metro, if I go to one place. But like today, I have already been to—well, I have to go to the library, I have to be at four different locations.

It gets expensive to take a cab, or to park in these parking garages that cost $3 for one hour. For people that have a fixed, Connecticut and K, they zoom into a parking garage and have that solved, but I don't do that, because I have to go to this, that and the other meeting, and have some mobility.

Metro is of no use to me. A lot of merchants and real estate people have the same problem. When you are a salesman going from one place to another, you can't just spend your life coming in and out of parking garages.

Mr. **Dixon**. Well, Ms. Mittleman, I appreciate your testimony here.

Ms. **Mittleman**. I would like to say one more thing, if I could. The point is I don't think the D.C. Government would agree with the proposition that there is not enough parking.

Mr. **Dixon**. That is what I was doing to wind up telling you, there is no——

Ms. **Mittleman**. Here is what they told the guy——

Mr. **Dixon**. What you are talking about is not a problem. The District Government at least publicly maintains there is no problem.

Ms. **Mittleman**. But there is a problem, because they are increasing the booting fee.

Mr. **Dixon**. They say there is no problem.

Ms. **Mittleman**. There is not enough revenue because they are asking to increase the booting fee to $50 because it is not covering the cost, they are not breaking even on the booting, because what they want to break even on is the cost of the salaries, which have gone up.

The costs have gone up. They have doubled in about three years, even though they get in about $3 million in revenue, they don't count that as break-even, so that was their justification for increasing booting.

Who is to say that you should have a break-even on a booting operation? Again, that is so far removed from any public safety concern that I can't even imagine. The only problem they have now is they are not covering this cost of booting.

That is what their problem is. It has nothing to do with parking whatsoever. I mean, if you have a way to persuade them to get more, I mean, I don't know what your role would be.

Mr. DIXON. We have talked about it before. I will obviously have another discussion with the parking and planning people at some point in time. I appreciate your sensitivity to the problem. The District fails to recognize that there is a problem. Maybe at some point in time we can get them to recognize that maybe it isn't a problem to them, but to other people it is a problem.

Ms. MITTLEMAN. Exactly.

Mr. DIXON. But I was told this year, for instance, that there is no problem in Georgetown with parking.

Ms. MITTLEMAN. Who said that? That is so bizarre I can't respond to that.

Mr. DIXON. The problem is that people would rather park illegally and take a chance on getting a ticket.

Ms. MITTLEMAN. Yes.

Mr. DIXON. Than go into the lot that is very convenient for them to go into.

Ms. MITTLEMAN. Well, that may be. I don't know.

Mr. DIXON. Do you believe that?

Ms. MITTLEMAN. Well, they did away with all the parking in Georgetown on the weekends, on M Street. There is no parking. As a matter of fact, I was there one evening and there were so many tow trucks it looked like some sort of a hit squad.

The noise was deafening from all these tow trucks lined up on K Street, I think it was.

Mr. DIXON. Those people were in Georgetown because of commercial attractions.

Ms. MITTLEMAN. Yes.

Mr. DIXON. That the District had allowed to be built there.

Ms. MITTLEMAN. Right.

Mr. DIXON. I am on your side.

Ms. MITTLEMAN. The other thing, if you have ever driven on Constitution Avenue at about 4:02 in the afternoon, I have seen eight or 10 trucks in a row pulling mostly tourists' cars over on to the Mall.

Mr. DIXON. That is because there is a time——

Ms. MITTLEMAN. Exactly, but a lot of tourists don't know that. The National Guard can do as well as they do.

PREPARED STATEMENT OF ELAINE J. MITTLEMAN

[The statement of Ms. Mittleman follows:]

ELAINE J. MITTLEMAN
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STATEMENT BEFORE THE
HOUSE APPROPRIATIONS COMMITTEE
SUBCOMMITTEE ON THE DISTRICT OF COLUMBIA

PARKING PROBLEMS IN THE DISTRICT OF COLUMBIA

I. There is a severe parking problem in the District of Columbia, and the D.C. government is not taking the steps to address or correct the problem.

There is simply not enough parking in the District of Columbia. This parking problem manifests itself in many ways. It acts as a strong deterrent to shoppers and tourists. It drives businesses, federal agencies and entertainment facilities into the suburbs. It contributes to dangerous situations, particularly for pedestrians, school children, and fire and other emergency vehicles. It detracts immensely from the quality of life in the city, and gives citizens and visitors alike the feeling that the government doesn't care enough to welcome them to the city. Having your car booted can ruin your day - even the entire week. It can also present a safety hazard or interfere with business. Getting a boot removed is a very time-consuming enterprise, and must be done at once, with no notice or opportunity to plan or collect enough funds.

What are the responsibilities of the D.C. government for parking matters? According to D.C. Code § 1-319, the Council of the District of Columbia is authorized to make regulations about motor vehicles for the "protection of lives, limbs, health, comfort and quiet of all persons and the protection of all property within the District of Columbia." So what parking regulations have been enacted to protect people and property? How effective are these regulations? Have parking and safety improved because of the actions of the D.C. Council?

The regulations which come to mind are the booting and towing laws, and the unending increases in traffic and parking fines. These laws, especially the booting law, are revenue producers. There has been no showing how these increase public safety - indeed, booting can cause safety problems because a vehicle cannot be moved in an emergency. Does the D.C. government have a plan or goal as to what would be the appropriate number and location of parking places? If so, what is it doing to implement that goal? Does it alter parking objectives with changes in environment, such as office construction, Pennsylvania Avenue Development, and the use of Metro? Indeed, there are indications that the D.C. government believes everyone should take the Metro - yet, that is simply not viable. Even the Congress is severely affected by the parking problem, which to a large degree is under the control of the D.C. government, and not Congress.

The actions of the D.C. government indicate a lack of interest in addressing the parking problem or improving safety. The government is not authorized to build parking garages downtown. It passed a neighborhood municipal off-street parking law in 1980, but has not implemented it or spent any money on it. What did it do instead? It implemented booting, yet there is absolutely no indication that booting helps the parking problem. The number of cars booted annually has remained about constant, and the number of cars on the booting list has increased. Thus, booting is not a very effective deterrent to drivers looking for a parking place. This is because there are simply not enough parking places. Drivers typically get parking tickets because they are forced to park illegally because of the scarcity of legal parking places. They play a very unpleasant game of roulette or "Beat the Boot." If "scofflaws" were deterred by the boot, it would seem that the number of cars booted would have decreased significantly. It certainly cannot be that the punishment is not onerous enough.

Finally, the D.C. government cannot support booting as the best way to collect parking revenues. Senator Inouye, when introducing the booting bill, noted that a reciprocal agreement with Virginia and Maryland, which would deny vehicle registration to scofflaws, would be helpful and save police time. See Cong. Rec. S21,985-21,986(daily ed. June 24, 1971)(remarks of Sen.

Inouye). Mayor Washington stated that the reciprocal agreement would be the most effective way to collect fines. Senator Inouye said the Council had the authority to make this agreement and was actively pursuing it. That was in 1971. It seems that the D.C. government has neglected the most effective way to collect fines and enthusiastically enforced the most painful and profitable way. There is little evidence that the D.C. government has regulated parking to improve safety and the quality of life.

II. Parking and booting laws are revenue laws - taxes. A quick and easy way to bring in a few million more dollars is to raise the fines. The D.C. government does not justify the increased rates as improving or promoting public safety.

The parking and booting fines are reliable revenue-producers. Just raise the rates and watch the millions come in. It is obvious that this is how the D.C. government thinks, because it typically reports that an increase of $10 will bring in $5 million more (as an example). It never explains that a $10 increase will increase safety by 10% or create 100 more parking spaces. The D.C. government never seems to make the connection between raising rates and safety - they are clearly unrelated, in spite of what the laws may say. In fact, the fewer number of parking spaces, the greater number of parking tickets will be written and the more fines will be charged. Thus, when relying on parking fines for revenue, the D.C. government would want to decrease legal parking spaces and increase the probability of getting a ticket. This boosts revenue and endangers safety. Yet, this is the strategy the D.C. government is following.

The emphasis on revenue is shown in many ways. Senator Inouye introduced the booting bill because of his "concern over revenues lost." A recently-proposed bill would increase the booting fee from $25 to $50 to cover the operating costs of the booting program. But the booting program was not meant to "break even." It should contribute in some way to public safety, and that is not necessarily without cost. In addition, in fiscal year 1983, the cars which were booted had parking fines outstanding of $3,275,000. Collecting those fines would allow the booting program to do a lot better (by revenue standards) than break even. A substantial part of the $30 million in total parking revenues collected in 1985 went into the general fund and Metro. These fines are a painless way to fund Metro, while keeping the citizens unaware of this source of money.

The seeming lack of concern for cost control and adequate accounting also shows that these fines are treated as a revenue source. A D.C. government official stated that the booting program cost about $860,000 in fiscal 1983 (while testifying recently about the proposed increase in the booting fee), but the report prepared for fiscal year 1983 showed a cost of $600,000. The cost for 1986 is estimated at $932,000. Why the huge increase, if no new people were hired and about the same number of cars were booted? It is very easy to ask for a simple doubling of the booting fee. It is very difficult to show how that fee increase would improve public safety or parking.

The revenues from parking and booting should be plowed back into the parking problem. The D.C. government should implement the 1980 off-street parking act, D.C. Law 3-108, by funding parking. It should build new garages downtown, or provide some more encouragement to private developers. It should implement the reciprocal registration agreements with Virginia and Maryland.

III. The booting statute has serious constitutional flaws.

The booting statute is vulnerable to a constitutional challenge. Indeed, according to the Congressional Record cited above, District officials were not certain about the legality of the bill when it was enacted. One difficulty is that it permits booting of cars which are parked legally. Many booting laws in other jurisdictions allow booting only for illegally parked cars. The Seventh Circuit explained, in Sutton v. City of Milwaukee, 672 F.2d 644 (7th Cir. 1982) at 648, that:

> (t)he Milwaukee police do not seize a person's legally parked car in order to make him pay off his

> prior unpaid parking tickets ... they tow only illegally parked cars. Perhaps if their only motive in towing such cars were to increase the city's revenues from parking tickets - if they had no interest at all in preventing or rectifying illegal parking - ... we would have to decide whether towing is a constitutionally permissible device for collecting a pure revenue tax disguised as a fine for illegal parking.

The booting statute is a taking of property without proper notice. If a person is booted incorrectly, there is nothing to pay back the time and inconvenience. The statute is arbitrary and over-reaching. It permits booting when there are two unpaid parking tickets - other jurisdictions may allow as many as ten unpaid tickets. Further, although the statute provides for booting after two tickets, the present practice is to boot after four tickets. This apparently was an arbitrary administratively-selected cutoff, and could be changed with no notice to drivers.

Finally, the booting statute serves as a form of commuter tax. Of the cars booted in fiscal year 1985, thirty-seven percent (37%) were registered in Maryland and twenty-six percent (26%) were registered in Virginia. D.C. cars were only eighteen percent (18%) of those booted. This may be explained by the registration requirement in the District of Columbia, and the lack of one in Virginia and Maryland. There are several constitutional arguments why Virginia and Maryland residents should receive the same notice that D.C. residents do, especially since D.C.

officials stated in 1971 that that would be an effective enforcement method. The D.C. government apparently provides notice to some fleets and leasing businesses, such as Hertz, so their cars will not be booted. If businesses are given notice of impending booting, then individual drivers should as well. These constitutional issues are more troubling, given the utter lack of showing that the booting program has improved the parking problem, yet has added millions to revenue.

[illegible] intimidated in the past against asserting the few rights they do possess.

PENALTIES

Certain language in the currently existing section 301(c)(1) of the Sugar Act is dropped. As a result, the penalty for violating the requirements of Section 301(c), as prescribed by the Amendments, would be the forfeiture of sugar payments.

DISPUTES SETTLEMENT

Section 3 of the Amendments would amend Section 305(a) of the Sugar Act of 1948 to authorize the Secretary of Agriculture to utilize farmworkers organizations and representative groups in carrying out the applicable provisions of the Act.

Section 3 would also add a Subsection (b) to Section 305 of the Sugar Act. It would require the Secretary to establish in each locality a panel composed of equal representatives of sugar producers, fieldworkers and the general public to consider any dispute between a producer and a worker concerning wages or conditions of work. The conditions include the reasonable cost of board, lodging or other facilities or services which the producer provides or causes to be provided. The panel shall resolve these disputes in an impartial manner. The decisions are subject to the Secretary of Agriculture's review within 20 days after they have been made.

Currently, there is no fair and unprejudiced way for fieldworkers to have their disputes with a grower over wages or deductions resolved. Their complaints are considered by the local Agricultural Stabilization and Conservation Service Committee, which according to Department regulations, is composed solely of growers.

By Mr. INOUYE:

S. 2143. A bill to amend the District of Columbia Traffic Act, 1925, to provide for the removal, impoundment, or immobilization of motor vehicles. Referred to the Committee on the District of Columbia.

Mr. INOUYE. Mr. President, today I am introducing a bill which had its genesis in an archtype legislative situation. Inadequacies in the enforcement of the law and the prosecution of scofflaws was a matter in issue during the recently completed appropriations hearings on the fiscal year 1972 District of Columbia budget. The matter was meaningfully brought to the attention of the committee and the issue resolved, to the extent possible, under present law by citizens of the community.

In a city of citizens without the right to vote, there are, of necessity, many concerned neighborhood groups performing the functions of the electors and the elected. One of the most stalwart groups is the Citizens Association of Georgetown. In this instance, as a result of their concern over illegally parked vehicles, they conducted a study analyzing the one-half million unpaid parking tickets issued within the District of Columbia during 1970. This was almost half of the total tickets issued. Their findings showed some $2.5 to $4.0 million less in the city coffers as a result of unpaid parking tickets. This startling fact, in a city which annually must seek fiscal support from the Congress, was brought to the city's attention by Martha Angle, a reporter for the Washington Evening Star. This reporter investigated the findings, authenticated the facts, and did a further analysis of the causes of this shocking situation. An informed public demonstrated its disapproval. My concern over revenues lost, and the disregard for the law demonstrated, resulted in the legislation I am introducing today. I am pleased to have had the cooperation and assistance of the District of Columbia's Corporation Counsel, C. Francis Murphy, newly appointed to one of the most important city offices during one of the city's most trying times.

Mr. President, I cite the above instances to show not only that the District has a concerned citizenry, a community service-oriented press, and competent civil servants, but also to reemphasize that the citizens of this city can tend to their municipal matters much more promptly, aptly, and appropriately than any U.S. Senator. It is my sincere hope that this is the last piece of legislation that this Senator, or any of my colleagues is called upon to introduce to this Chamber on District of Columbia parking violations.

Mr. President, this legislation is not the only possible approach to dealing with the scofflaw problem in the District of Columbia. A reciprocal agreement with the governments of Virginia and Maryland, providing an opportunity for those States to deny licensing to scofflaws as the District is presently able to do for its own scofflaw drivers would also be most helpful and save much police time as well. I understand the District government already has such authority as is necessary for the Mayor to enter into such agreement. The Council of Governments is actively pursuing and promoting an early agreement. I hope it may soon be achieved. However, such an agreement will not deal effectively with the substantial number of automobiles registered outside these three jurisdictions which operate on the streets of our city and which today are beyond the authority of the city to deal with in an effective manner. The proposed legislation hereby introduced will close that loophole as well.

Mr. President, I ask unanimous consent that the two newspaper articles by Martha Angle, and the attached bill be printed in the RECORD at this point. I further request that this measure be assigned to the appropriate committee for early consideration and favorable action.

There being no objection, the bill and articles were ordered to be printed in the RECORD, as follows:

S. 2143

A bill to amend the District of Columbia Traffic Act, 1925, to provide for the removal, impoundment, or immobilization of motor vehicles

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 6 of the District of Columbia Traffic Act, 1925 (43 Stat. 1119; D. C. Code, sec. 40-603) is amended by adding at the end thereof the following new subsection:

"(k)(1) Any unattended motor vehicle found parked at any time upon any public highway of the District of Columbia against which there are two or more outstanding or otherwise unsettled traffic violation notices or against which there have been issued two or more warrants, may, by or under the direction of an officer or member of the Metropolitan Police force or the United States Park Police force, either by towing or otherwise, be removed or conveyed to and impounded in any place designated by the Commissioner, or immobilized in such a manner as to prevent its operation, except that no such vehicle shall be immobilized by any means other than by the use of a device or other mechanism which will cause no damage to such vehicle unless it is moved while such device or mechanism is in place.

"(2) It shall be the duty of the officer or member of the police force removing or immobilizing such motor vehicle, or under whose directions such vehicle is removed or immobilized, to inform as soon as practicable the owner of an impounded or immobilized vehicle of the nature and circumstances of the prior unsettled traffic violation notices or warrants, for which or on account of which, such vehicle was impounded or immobilized. In any case involving the immobilization of a vehicle pursuant to this subsection, such member or officer shall cause to be placed on such vehicle, in a conspicuous manner, notice sufficient to warn any individual to the effect that such vehicle has been immobilized and that any attempt to move such vehicle might result in damage to such vehicle.

"(3) The owner of such impounded or immobilized motor vehicle, or other duly authorized person, shall be permitted to repossess or to secure the release of the vehicle upon the depositing of the collateral required for his appearance in the Superior Court of the District of Columbia to answer for each violation for which there is an outstanding or otherwise unsettled traffic violation notice or warrant."

[From the Washington Evening Star, April 22, 1971]

INOUYE HITS MAYOR ON SCOFFLAW DELAY

(By Martha Angle)

Sen. Daniel K. Inouye, D-Hawaii, has chided Mayor Walter E. Washington for failing to move against parking scofflaws or provide other "leadership in austerity" at a time when the District faces a massive revenue crisis . . .

* * * * *

On the parking subject, Inouye referred to Star articles pointing out that half of the 1,005,100 parking tickets issued last year were unpaid at the end of the year and that city police have been seeking authority for more than a year to impound cars with outstanding parking violations.

"If you're not going to follow up, you've wasted the valuable time of policemen who issued those half-million tickets," Inouye told Mayor Washington.

AUTHORIZATION NEEDED

C. Francis Murphy, the city's newly named Corporation Counsel, said the District would need congressional authorization to impound legally parked cars that have outstanding parking tickets, although it could move against illegally parked vehicles with unpaid tickets.

Inouye promptly responded that "I will introduce such legislation forthwith and see to it that it at least passes the Senate."

The Citizens Association of Georgetown recently did a study indicating the District is losing $2.5 million to $4 million per year from unpaid parking tickets, many of which were issued to Maryland and Virginia cars.

The mayor said yesterday the most effective way to recoup parking fines from cars belonging to suburbanites would be a reciprocal agreement with Maryland and Virginia for withholding of license tags until all outstanding parking tickets are paid.

City officials have made no attempt to date to negotiate such an agreement, however.

Francis B. Francois, president of the Metropolitan Washington Council of Governments, said last weekend the idea is "very interesting" and "well worth pursuing."

And State Sen. Meyer M. Emanuel, D-Prince Georges County, has written to Francois offering to sponsor such legislation in the Maryland General Assembly if COG wishes to pursue the matter.

[From the Washington Evening Star, Apr. 21, 1971]

DISTRICT LAGGING ON ACTION AGAINST SCOFFLAWS

(By Martha Angle)

Although the District loses millions of dollars annually from unpaid parking tickets, the city has taken no action for more than a year on proposals to authorize police to impound cars of scofflaws until tickets are paid.

The Metropolitan Police Department has been seeking such authority, which would require City Council action, for well over a year, but its proposal repeatedly has been caught in the bureaucratic switches.

Sen. Daniel K. Inouye, D-Hawaii, chairman of the Senate District appropriations subcommittee, planned to question Mayor Walter E. Washington today about the city's failure to move against parking violators.

City Council Chairman Gilbert Hahn Jr. admitted yesterday that "we're not right on top of" the parking scofflaw problem.

"There's no doubt it's one of those things we ought to have gotten to sooner," Hahn said. The council will consider the situation next month when it takes up a whole series of parking problems, he said.

A recent study by the Citizens Association of Georgetown showed that half the 1,005,100 parking tickets issued by the District last year were unpaid at the end of the year.

The association estimated the unpaid tickets cost the city from $2.5 million to $4 million in revenue. It blamed a large part of the loss on the absence of any reciprocal agreement between Maryland, Virginia and the District to force payment of parking tickets by withholding license tags from scofflaws.

The study by the Georgetown association showed about one-third of the unpaid tickets were issued to Maryland and Virginia cars, 40 percent to cars from other states and the rest in District residents.

The District can withhold license tags from its own residents who fail to pay their parking tickets, but has no power to collect from suburbanites unless police catch them in the act.

Through use of a computer shared with the Central Violations Bureau, the police can identify the license tag numbers of all cars with outstanding parking violations.

They also can identify the names of District offenders, their addresses, the type of parking violation and the time and place of all parking violations incurred by each individual.

NO LEGAL BARRIER SEEN

At least two of the last three corporation counsels for the District have said there is no legal barrier to authorizing police to impound any car illegally parked in the city which has outstanding parking violations.

The situation is somewhat murkier, legally speaking, for authorizing impoundment of legally parked vehicles whose owners have failed to pay past parking tickets, the lawyers have said.

"Quite frankly, we just haven't been able to resolve that issue. It's hard to come to a consensus," one District official said yesterday.

District officials admit no effort has been made to reach a reciprocal agreement with Maryland and Virginia to withhold license tags of parking scofflaws until all tickets are paid up.

By Mr. INOUYE:

S. 2145. A bill to amend chapter 19 of title 38, United States Code, to require that members of the uniformed services be covered by Servicemen's Group Life Insurance during any period they are assigned to duty in a combat zone. Referred to the Committee on Veterans' Affairs.

Mr. INOUYE. Mr. President, I am introducing today for appropriate reference a bill to make mandatory life insurance coverage of military personnel assigned to a combat zone.

Under present rules and regulations, Servicemen's Group Life Insurance is made available to members of the uniformed services at the rate of $3 per $15,000 coverage, $2 per $10,000 and $1 per $5,000. Unless otherwise informed by the serviceman insured, the policy automatically remains in effect throughout his service obligation.

The current act, however, allows the insured to cancel or reduce his coverage. In some cases, this option can have adverse consequences for his beneficiaries. A serviceman assigned to a combat zone faces a high risk of injury or death, and to authorize him to cancel his coverage or go on duty without coverage during his tour might very easily deprive his family or relatives of any monetary assistance resulting from his death. There has been a case in my home State of Hawaii in which a serviceman cancelled his insurance only to die shortly thereafter from hostile fire. Mandatory insurance for this limited class of servicemen and servicewomen could alleviate some of the financial problems caused by their deaths. My bill would authorize reduced coverage if the soldier so wishes it but establishes a mandatory floor of $10,000.

The sum of money involved is small and will impose no financial constraints on the Department of Defense. As our involvement in Indochina declines, the requirement for such legislation will ease. However, as long as we have forces in Indochina, the need for remedial legislation will exist.

Therefore, I hope that the Congress will give the bill its expeditious and favorable consideration.

By Mr. HUMPHREY:

S. 2146. A bill to require community mental health centers and hospitals and other medical facilities of the Public Health Service to provide needed treatment and rehabilitation programs for drug addicts and other persons with drug abuse and other drug dependence problems, and for other purposes. Referred to the Committee on Labor and Public Welfare.

EXPANSION OF COMMUNITY MENTAL HEALTH CENTERS FOR TREATMENT OF DRUG ADDICTS

Mr. HUMPHREY. Mr. President, at last we seem to be mobilizing a vigorous effort for the rehabilitation and treatment of drug addicts.

The administration announced last week a catchup effort, directing much of its fire at improving drug treatment for Vietnam veterans and the creation of an emergency drug program office in the White House. I am pleased to see this action.

I regret, however, that the President apparently has overlooked the use of a very effective tool in his new crash program against drugs, the use of community mental health centers to treat drug addicts.

While community mental health centers have offered some drug rehabilitation treatment in the past, we need to give much greater attention to expanding this resource.

I, therefore, am introducing legislation today which will authorize $160 million for staffing grants at community mental health centers.

The purpose of the staffing grants is to guarantee treatment and rehabilitation programs for addicts at neighborhood community mental health centers.

No grant would be made available unless the centers provide treatment and rehabilitation programs for drug addicts.

Under the proposal the centers could also enter into agreements with the Veterans' Administration and the Armed Forces to treat ex-servicemen or servicemen suffering from drug addiction.

This proposal is a companion measure to the bill introduced by Representative PAUL ROGERS of Florida, whose Subcommittee on Public Health and Environment will begin hearings next week on the treatment of drug addicts at community mental health centers.

The campaign against drug abuse and to help drug victims is one for all levels of government. Surely one area where the Federal Government can help is at the neighborhood level through federally funded community mental health centers.

Reportedly one of the greatest obstacles to a permanent cure for the drug addict is his inability to achieve psychological divorce from a drug once withdrawal procedures have run their course. A recent report on drugs said that "there are countless thousands of cases where the physical addiction has been broken by withdrawal only to find the addict returning to drugs once he is back in an old and familiar environment."

Community mental health centers may be one of our best hopes for quickly establishing effective drug rehabilitation programs. But they need much greater support.

In fiscal year 1971 the community mental health centers had a staffing and operational budget of $90.1 million. The administration's budget request for the next fiscal year asks for only $15 million more. The increase will go toward supporting an estimated 42 new centers. None of this money is for expansion of any drug treatment operations at the centers.

The budget allocates to special staffing under the narcotics addicts treatment program of the community mental health centers only $14.6 million. All of this money will be required for continuation of current projects relating to drug treatment.

As of April 30, 1971, the 23 drug treatment centers at community mental health centers had treated more than 8,000 patients. Because of the widespread use of drugs, such treatment hardly

BOOTING PROGRAM*

FISCAL YEAR 1984

Total Cars Booted: 20,260 - (100%)

Totals/State Registration:

Maryland	7,155 - (35%)
D.C.	3,267 - (16%)
Virginia	5,346 - (26%)
All Other States	4,492 - (22%)

FISCAL YEAR 1985

Total Cars Booted: 20,795 - (100%)

Totals/State Registration:

Maryland	7,729 - (37%)
D.C.	3,755 - (18%)
Virginia	5,370 - (26%)
All Other States	3,941 - (19%)

FISCAL YEAR 1986 (1st Quarter)

Total Cars Booted: 5,091 - (100%)

Totals/State Registration:

Maryland	1,805 - (35%)
D.C.	959 - (19%)
Virginia	1,382 - (27%)
All Other States	945 - (19%)

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* Statistics furnished by Lafayette Rose, Staff Assistant, Transportation Systems Administration

BOOTING & TOWING PROGRAM*

FISCAL YEAR 1985

Total Cars Booted & Towed: 4,428

FISCAL YEAR 1986 (1st Quarter)

Total Cars Booted & Towed: 1,336

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* Statistics furnished by Lafayette Rose, Staff Assistant, Transportation Systems Administration.

THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

MARION BARRY, JR.
MAYOR

March 4, 1986.

'86

The Honorable David A. Clarke
Chairman
Council of the District of Columbia
Washington, D.C. 20004

Dear Chairman Clarke:

I have enclosed a draft bill which would increase the fee chargeable for securing the release of an immobilized vehicle (booted) from $25 to $50.

The Traffic Adjudication Act of 1978 (D.C. Law 2-104) amended the D.C. Traffic Act, 1925 to establish a $25 fee for securing the release of booted vehicles. The purpose of the $25 fee was to cover the operating costs of the District's booting program. The fee has remained at the same amount for the seven years the program has been in existence despite a marked increase in program costs.

The operating costs for the booting program have increased from $457,000 in Fiscal Year 1978 to $917,000 in Fiscal Year 1985. The Department of Public Works estimates that operating costs for the booting program in Fiscal Year 1986 will total $932,000. The Department also estimates that in Fiscal Year 1986 fees will be collected for the release of 18,000 vehicles, generating approximately $472,000 in revenues or 51% of the estimated operating costs. However, a $50 fee for release of a booted vehicle would generate approximately $945,000 in revenues, allowing the boot program to break-even.

ERNEST E. GARCIA
SERGEANT AT ARMS

PHONE
202-224-2341

United States Senate
OFFICE OF THE SERGEANT AT ARMS
ROOM S-321, THE CAPITOL BUILDING
WASHINGTON, DC 20510

November 7, 1985

Elaine J. Mittleman, Esq.
2040 Arch Drive
Falls Church, VA 22043

Dear Ms. Mittleman:

Senator Dole has asked that I respond to your letter of inquiry concerning the difficulties you've experienced seeking parking while visiting the Senate. As you have seen, this is no small problem, one faced daily by our staff and others with business in the area of the Capitol Building.

Parking in the immediate area of the Capitol is reserved for the use of the House and Senate staff. Beyond the immediate area, most space falls under the jurisdiction of the District of Columbia, where there have been established bans on parking in order to protect the needs of local residents.

Since you indicate mass transit (Metro) is not a viable alternative for you, the best remaining suggestion would be to seek parking in nearby public parking lots (where a fee must be paid). On the Senate side of the Capitol, the nearest lots exist at 2nd and F Streets, NE, or in the unit block of E Street, NW (between North Capitol and First Streets). Although there is a charge for use of these lots, it is minor in relation to most other choices.

It is neither the desire nor the intention of the Senate that the parking situation should impact upon the accessability of Members of Congress. I hope you are able to avail yourself of the services of the commercial lots in the area and can continue your efforts in behalf of the public interest.

Best personal regards.

Sincerely,

Ernest E. Garcia

Ernest E. Garcia

Mr. **Dixon**. Thank you for your testimony. I don't know what I can do about it.

Ms. **Mittleman**. Take the Metro.

Mr. **Dixon**. Right, take the Metro. Thank you very much for your testimony.

Ms. **Mittleman**. I wish everything was so simple.

Mr. **Dixon**. You see, there is a parking lot available maybe about seven blocks from where you want to go, and the District would tell you that that is a reasonable distance to walk.

Ms. **Mittleman**. I can show you the bottom of my shoes, the hole in them.

Mr. **Dixon**. They can demonstrate that at 2:30 in the afternoon in a geographic area which is seven blocks away, there were 20 spaces available in this parking lot that had a capacity of 75 cars, and at 2:23 they only had 50 cars in there, so there was room for parking. That is their kind of logic.

I will pursue it once agein. I have pursued this with them several times.

Ms. **Mittleman**. People's time has some value. If you spend 45 minutes to get your car in and out of a garage like me as an attorney, I just can't afford to do that. That didn't seem to be persuasive, either.

Mr. **Dixon**. No, I don't think that would be persuasive at all. Thank you very much for your testimony today.

Prepared Statements

The Committee has received statements from George Frain, the Fraternal Order of Police, Susan Colbert, and Georgetown University which we will insert in the record at this point.

[The statements referred to follow:]

May 22, 1986

Statement of George Frain, District citizen, to the Appropriations Subcommittee on the District of Columbia, on the FY 1987 D. C. Budget

Mr. Chairman and Members of the Appropriations Subcommittee:

I am George Frain, I reside at 1789 Lanier Place, N.W., in the inner city area of the District of Columbia.

I write a column, titled "The View From Adams Morgan" for The InTowner, a monthly newspaper which is read by more than 65,000 residents and visitors.

At the same time, I am secretary, of the 18th and Columbia Road Business Association, a position I have held for a number of years.

And I am first vice president of the Federation of Citizens Associations of the District of Columbia. I am testifying today as a concerned citizen.

I am credited by Congress with having had a significant role in getting the legislation creating the Kennedy Center for the Performing Arts through the Congress in 1958 in order to establish a national stage for artists to end the disgraceful situation where Marion Anderson was denied the stage in Constitution Hall. I trust this will be enough to identify my interests.

Issues which I will discuss and bring to your attention today are of some considerable importance, not only to this great city but to the Congress.

Recreation Department budget item

On page 1804, of volume 3, we find this item in the budget submitted by Mayor Barry and the City Council to Congress:

> "An addition will be built to the Kalorama Recreation Center field house to provide for recreation and community activities for the Latino population that is centered on the Adams-Morgan neighborhood."

This looks straight-forward enough on first glance, but the issue is not simple, and its history is quite important, as will be seen from the letters and committee reports attached to my statement herewith.

On March 3, 1986 the City Council Committee chaired by Council Member H. R. Crawford submitted a report to all city council members which was in direct response to this D. C. Recreation Department request:

> "The Committee also approves $400,000 for the construction of an addition to the fieldhouse at the Kalorama Recreation Center to accommodate activities of the Hispanic community in Ward 1. It is intended that this facility will become a community center for the large Hispanic community living in the Adams-Morgan area and its vicinity. The addition will include a large multi-purpose activity room which can be separated into 2 or more smaller spaces by folding dividers, a commercial kitchen with the capacity to serve 100 persons, and additional restroom and storage facilities."

On May 12, this language was discarded by the Committee on Libraries, Recreation and Charitable Games in a second report to all City Council Members, and the new language reads as follows:

> "The Committee also approves $400,000 for the expansion or rehabilitation of an existing recreational facility in Ward 1 to accommodate community activities. The Department of Recreation, after consulting with the Ward 1 community, the Committee and the Office of the Ward 1 councilmember, shall recommend the most appropriate facility or facilities for expansion or rehabilitation, along with a scope of work for the project, to the Committee on Libraries, Recreation and Charitable games."

I include as part of my statement the following items which make clear that the intention of the City Council Committee on Libraries, Recreation and Charitable Games is now,after further consideration, as follows:

> "The Committee wishes to note for the record that in approving this capital project it in no way intended that it be set-aside or designated solely for the use of any particular group or persons. In addition, the Committee's staff in attempting to locate an appropriate recreational facility that could be[a] prime candidate for expansion consulted both the Department of Recreation and others. The designation of the Kalorama Center has met with some opposition in the Ward 1 community."

Next, I include a letter from Council member Frank Smith, Jr. dated April 27, 1986 to the president of the Kalorama Citizens Association, in which he says in part that:

> "In a letter dated April 14, 1986 to Councilmember H. R. Crawford, you indicate that I was the proponent of the $400,000 request and suggested the language in the Committee Report that would restrict use of the facility to the Hispanic community in Adams Morgan. I am concerned that such an erroneous statement could have been so widely circulated without any comment from me. I thought we were better friends.
>
> "I firmly support access to public accommodations by all people regardless of race, creed, color or ethnic background. Particularly in light of the tremendous influx of political refugees from Central America in the

recent past, who have settled in Adams Morgan, I believe the D. C. Government can and should do more to help these persons in areas such as housing, education, legal assistance, and recreation. However, the assertion that I reserved funds to be exclusively for for the benefit [of] one group is not only erroneous and unfair, but probably violates our D. C. Human Rights Act."

In a letter from Arlene F. Gillespie, executive director, Office on Latino Affairs in the Executive Office of the Mayor, whose office is in the Adams Morgan area at 1801 Belmont Road, N.W., she writes (see her letter attached)--

> "In response to the Kalorama Park proposal, please be assured that I too am committed to ensuring that any city program recommended for Ward One respond to the needs of all area residents, not just one sector of those residents. While I advocate on behalf of city efforts to respond to a growing Latino constituency through cross-cultural programs, I will not do so to the exclusion of any other sector of our city's diverse population. As you well know, our goal is one of assisting Latino residents, particularly new arrivals, in becoming familiar with life in a totally new, urban environment.... Our mutual goal is to ensure that the park retains the delightful multicultural atmosphere that it has had for many years, and continues to bring area residents together in a safe place to enjoy our attractive city."

I include as part of my remarks the following two items in addition to the others referred to above:

One is a letter from F. Alexis H. Roberson, director, D. C. Recreation Department dated April 10 in which she writes in part:

> "We have no intention of restricting the use of any part of the center to a single group. I have discussed this with Councilmember Crawford, and he has expressed his full agreement with this policy."

I also include a memorandum from Councilmember Carol Schwartz to Councilman H. R. Crawford under date of March 19, 1986. She wrote:

> "I request that the language in this report be rewritten to make clear that our intent was that all residents will be welcome to use the facilities of the Kalorama Recreation Center, now and in the future. Further, I hope that in upcoming communications no language will be included which would even give the appearance that this Center is to be used exclusively by only a select group of our citizens. The cooperative spirit of the Adams-Morgan Community is something in which all of us can take great pleasure; I would not want to do anything to damage that wonderful spirit."

In view of the above information and the attached relevant documents, I urge your Subcommittee to bring the FY 1987 D. C. Recreation Department budget language into line and conform with the appended revised report of May 12 of the City Council's Committee on Libraries, Recreation and Charitable Games.

Councilmember Frank Smith's Letter Calls Attention to Refugee Problem

Councilmember Frank Smith, alone of all the present City Council members, has spoken out many times about the plight of "the tremendous influx of political refugees from Central America in the recent past, who have settled in Adams Morgan."

No one who lives in Adams Morgan, and my wife and I have lived in the Adams Morgan area near 18th Street and Columbia Road, and only a block from that well-known intersection, can fail to be deeply concerned with the plight of these political refugees who are on the streets and in the parks of Adams Morgan, in surprising numbers in all kinds of weather, in summer heat and winter cold.

It is shocking that church leaders of the sanctuary movement which helps bring these political refugees into this city in such great numbers seems to have so little continuing concern for their physical needs, their need for jobs, their need for basic health and human services, their motto appears to be "Bring them in and dump them on the D.C. streets".

I call your attention in this connection the so-named "Latino Community Agenda", published on June 7, 1985 "with special recognition to the Director and Staff of the Mayor's Office on Latino Affairs for their cooperation and assistance." This significant report was developed by the Ad Hoc Coalition for a Latino Community Agenda. Copies of this important Report can be obtained free from Arlene Gillespie, executive director, Office on Latino Affairs which is in the Executive Office of the Mayor and a vital part of it.

The Office on Latino Affairs needs the help of your Appropriations Subcommittee to deal with the flood of political refugees, yet the Congress, the President and his Administration, and Mayor Barry and the City Council, have done almost nothing to help these huge numbers of political refugees. Their guiding principle seems to be, "don't recognize them and they'll go away."

If you have any doubt that the enormous size of the influx of political refugees into this city amounts to a flood, and that little is being done about that flood, I call your attention to the following xxcerpts from the "Latino Community Agenda" --

> "The District Government's Office of Policy and Program Evaluation (OPPE) estimated in November of 1983 that the growth rate of the District's Latino community since 1980 was 10,000 persons per year....Ten thousand persons added each year over the period 1980 to 1985 (50,000) to the baseline figure of 17.5 thousand produces the sum of 67,500 Latinos, of a minimum of ten percent of the District's population.

* * * * *

> "The District of Columbia Public Schools entrolled 797 "Hispanic" children in School Year 1980-81; only three years later the school system's first-time Spanish-language registrants numbered 3,166. The same rate is reflected in "Hispanic" registrants in adult English classes during the same period. In addition to immigrants, OLA [Office of Latino Affairs] estimated in 1982 that the number of live births to "Hispanic" parents residing in the District represented 5.5 per cent of all live births to District residents. OLA estimates that the current percentage is probably one and one-half times that amount, adding dramatically to what the Newcomers study (Grier Partnership, 1983) called the "immigrant wave" which is "changing America." "There can be no blinking the fact," the study continues, "that the needs [of the new immigrants] are immense, and that the loss of public support creats a gap which the private sector cannot bridge".

Among the "Issues" cited in the Latino Community Agenda is this one:

> "Community-based organizations estimate that an average of 160 refugees from El Salvador alone arrive in the District each week.
>
> "Since refugees and immigrants flee areas of economic instability and violence with few resources to sustain them in a foreign country, there is a temporary need for vital services in the following areas: legal protection, advocacy before Federal agencies, job training and employment, housing and health services.
>
> "RECOMMENDED ACTIONS
>
> "Issue an Executive Order declaring that the policy of the Mayor is to encourage equal access by all persons residing in the District to full benefits, opportunities and services provided by programs funded with local revenues and not subject to Federal regulations."

There are a number of other important actions recommended by the Latino Community Agenda to bring help to these political refugees and immigrants. Yet the District and Federal governments are silent as to the problem, and silent to as to the relief needed by these people who are flooding into Washington.

But most silent of all are the church leaders in the sanctuary movement, the great church leaders, who are bringing these political refugees and immigrants into the District of Columbia and giving them what amounts to no more than a pat on the back.

These sanctuary movement leaders are not up here asking for increased appropriations, they are not before the Federal departments and agencies, or the District departments dealing with housing, health and human services, employment, and pleading for the kinds of help needed and appropriations which will provide that help. Which is what they should be doing.

But they are before the Television cameras and reporters and they are being interviewed by the newspapers and the magazine reporters to justify their sanctuary efforts which are so lacking in providing the basics to these political refugees and immigrants, such as housing, food, clothing, medicines and so on. Some of these people swell the ranks of the District's homeless.

Federal and D. C. Funds are Provided the Arts However by Congress

On May 20, 1986 a three-judge panel of the D. C. Court of Appeals upheld the validity of a District initiative guaranteeing "adequate overnight shelter" for homeless people. Maybe this will open the gates to help for the political refugees and immigrants whom Councilmember Frank Smith, Jr. and the Office on Latino Affairs are trying to help but can do so little for because of lack of funds and lack of legislative power to deal with this huge flood of people.

However, the District Government and the Congress will give more than $2 million dollars in the FY 1987 D. C. Budget for the D. C. Commission on the Arts and Humanities to assist cultural programs for the well-heeled and affluent.

I include as part of my remarks a March 17, 1986 report from the Washington Post titled "The Million-Dollar Maestro" which states in part that:

> "In 1977, three years after master cellist Mstislav Rostropovich left the Soviet Union, he was on the cover of Time, hailed as the possible savior of the National Symphony Orchestra.
>
> "Now after more than a decade in the West, the talented, ebullient Rostropovich--superstar in exile -- has been rewarded by more than applause. He is rich.
>
> "Last year--the 1984-85 season--the maestro received $606,250 for his work as the NSO's music director and conductor, according to figures released by the orchestra's new executive director, Stephen Klein. During the past three years, Rostropovich received nearly $1.5 million from the orchestra, including $372,623 for the 1983-84 season and $488,000 for 1982-83."

In is due to such huge income that President Reagan in his 1987 Budget set forth the proposal to rescind the 1986 appropriation for the National Capital Arts and Cultural Affairs program.

The National Endowment for the Humanities provided the Congress further information explaining the reasons behind the rescission proposals.

Nevertheless, the Congress refused to rescind, and appropriated $1.9 million to help make the National Symphony Orchestra and its "talented, ebullient" conductor even richer than they are now.

This is, if my figures are right, a total of $3.9 million for the arts and zero, zero, zero for the terribly neglected needs of the political refugees and immigrants on the streets of Adams Morgan, many of whom, when they are housed at all, are living in fire traps. In fact, it was only a few short months ago that 10 of them were killed, and 9 terribly injured, in a fire on Irving Street in the Mount Pleasant area just a few blocks north of the Adams Morgan area. The refugees need that $3.9 million, the National Symphony doesn't.

Please help them, and help them now, since the church sanctuary movement seems to ignore them completely once they have gotten them into the District of Columbia.

Council of the District of Columbia Report

District Building 14th and E Streets, N.W. Washington, D.C. 20004 724-8000

TO: ALL COUNCILMEMBERS

FROM: H.R. Crawford, Chairman, Committee on Libraries, Recreation and Charitable Games

DATE: March 3, 1986

SUBJECT: Report of the Committee on Libraries, Recreation and Charitable Games on the Executive's Requested Appropriated Operating and Capital Budget Authority for Fiscal Year 1987, and Related Matters

The Committee on Libraries, Recreation and Charitable Games, having reviewed Bill 6-376, the "Fiscal Year 1987 Budget Request Act," for the Public Library, the Department of Recreation and the Lottery and Charitable Games Control Board, makes the following recommendations concerning the budget requests for these agencies.

2. DEPARTMENT OF RECREATION

The Committee approves the Mayor's FY 1987 appropriated operating authority request of $27,663,000 for the Department of Recreation with the changes that are detailed below.

COMMITTEE ACTION

The Committee also approves $400,000 for the construction of an addition to the fieldhouse at the Kalorama Recreation Center to accommodate activities of the Hispanic community in Ward 1. It is intended that this facility will become a community center for the large Hispanic community living in the Adams-Morgan area and its vicinity. The addition will include a large muti-purpose activity room which can be seperated into 2 or more smaller spaces by folding dividers, a commercial kitchen with the capacity to serve 100 persons, and additional restroom and storage facilities.

The Committee on Libraries, Recreation and Charitable Games met on March 3, 1986 to consider and to mark-up the FY 1987 budget requests for the Public Library, the Department of Recreation, and the Lottery and Charitable Games Control Board. [Councilmembers H.R. Crawford, Wilhelmina J. Rolark and Carol Schwartz present.] Chairman Crawford recommended and moved the funding levels summarized on pages 1 and 2 of this Report.

Councilmember Schwartz moved an amendment to the funding levels recommended by the Chairman Crawford. Her amendment called for a reduction of $111,000 in the appropriated operating budget request of the Department of Recreation and a reduction of $352,000 in the administrative budget request of the lottery and Charitable Games Control Board. The amendment failed. [Councilmembers Crawford and Rolark voting NO, and Councilmember Schwartz voting YES.]

Council of the District of Columbia

Memorandum

1350 Pennsylvania Avenue, N.W. Washington, D.C. 20004

To: All Councilmembers

From: H.R. Crawford, Chairman, Committee on Libraries, Recreation and Charitable Games

Date: May 12, 1986

Subject: Clarification of the Committee's intent in and amendment of its Report on the Executive's Requested Appropriated Operating and Capital Budget Authority for Fiscal Year 1987, and Related Matters

In the Report of the Committee on Libraries, Recreation and Charitable Games on the Executive's Requested Appropriated Operating and Capital Budget Authority for Fiscal Year 1987, the Committee, on March 3, 1986, unanimously approved $400,000 in capital authority for the construction of an "addition to the fieldhouse at the Kalorama Recreation Center to accommodate activities of the Hispanic community in Ward 1". The language of the report went on to note that the facility could become a community center for the "large Hispanic community living in the Adams-Morgan area and its vicinity".

The Committee wishes to note for the record that in approving this capital project it in no way intended that it be set-aside or designated solely for the use of any particular group or persons. In addition, the Committee's staff in attempting to locate an appropriate recreational facility that could be prime candidate for expansion consulted both the Department of Recreation and others. The designation of the Kalorama Center has met with some opposition in the Ward 1 community.

Accordingly, the Committee amends that paragraph (paragraph 3, page 9) of its Report to read as follows:

"The Committee also approves $400,000 for the expansion or rehabilitation of an existing recreational facility in Ward 1 to accommodate community activities. The Department of Recreation, after consulting with the Ward 1 community, the Committee and the Office of the Ward 1 councilmember, shall recommend the most appropriate facility or facilities for expansion or rehabilitation, along with a scope of work for the project, to the Committee on Libraries, Recreation and Charitable Games."

The Committee on Libraries, Recreation and Charitable Games approved this memorandum as an addendum to its Fiscal Year 1987 Report at its regular meeting on May, 12, 1986. [Councilmembers Crawford and Schwartz present and voting.]

COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004
724-8179

FRANK SMITH, JR
Councilmember Ward I

COUNCIL CHAIRMAN
PRO TEMPORE

CHAIRMAN
DISTRICT OF COLUMBIA COMMISSION
ON BASEBALL

April 27, 1986

Mr. Manuel B. Lopez
President
Kalorama Citizens Association
P. O. Box 21311
Washington, D.C. 20009

Dear Mr. Lopez:

I am writing to you so that the record can be clear on my position regarding the proposed capital improvement budget request for an addition to the fieldhouse in Kalorama Park. In a letter dated April 14, 1986 to Councilmember H. R. Crawford, you indicate that I was the proponent of the $400,000 request and suggested the language in the Committee Report that would restrict use of the facility to the Hispanic community in Adams Morgan. I am concerned that such an erroneous statement could have been so widely circulated without any comment from me. I thought we were better friends.

I firmly support access to public accomodations by all people regardless of race, creed, color or ethnic background. Particularly in light of the tremendous influx of political refugees from Central America in the recent past, who have settled in Adams Morgan, I believe the D.C. Government can and should do more to help these persons in areas such as housing, education, legal assistance, and recreation. However, the assertion that I reserved funds to be exclusively for the benefit one group is not only erroneous and unfair, but probably violates our D.C. Human Rights Act.

I am concerned, however, that all of this outpouring against the Hispanic Community will cause Ward I to lose the money identified in the Committee Report at a time when there are many good and valuable purposes that it could serve. We must discuss these concerns under proper circumstances.

Therefore, I am prepared to support the deletion of language from the March 3rd Report of Committee on Libraries, Recreation and Charitable Games as it was unfortunate in the first place. I will also support a community forum for identifying other recreational facilities within Ward I that are in need of improvement.

Sincerely,

Frank Smith

Frank Smith, Jr.

CC: Mr. George Frain, Senior Columnist, The InTowner
1785 Lanier Place, N.W., Washington, D.C. 20009

GOVERNMENT OF THE DISTRICT OF COLUMBIA
EXECUTIVE OFFICE OF THE MAYOR
OFFICE ON LATINO AFFAIRS
1801 BELMONT ROAD, N.W.
WASHINGTON, D.C. 20009

April 8, 1986

Mr. J. George Frain
Secretary
18th & Columbia Road Business Association
1777 Columbia Road, N.W.
Washington, D.C. 20009

Dear Mr. Frain;

Thank you for your April 7 letter and attachments regarding the Irving Street fire and the Kalorama Park issue. I sincerely appreciate your concern for the welfare of Ward One residents and am encouraged by the responses you have received with regard to the housing/fire prevention issue.

In response to the Kalorama Park proposal, please be assured that I too am committed to ensuring that any city program recommended for Ward One respond to the needs of all area residents, not just one sector of those residents. While I advocate on behalf of city efforts to respond to a growing Latino constituency through cross-cultural programs, I will not do so to the exclusion of any other sector of our city's diverse population. As you well know, our goal is one of assisting Latino residents, particularly new arrivals, in becoming familiar with life in a totally new, urban environment.

Our past efforts with the Department of Recreation have been to design programs which will attract Latino youth to join in activities with youth of other backgrounds. Prior to receiving your letter, I had already recommended that any discussions affecting Kalorama Park must include the Kalorama Citizens Association. Our mutual goal is to ensure that the park retains the delightful multicultural atmosphere that it has had for many years, and continues to bring area residents together in a safe place to enjoy our attractive city.

Sincerely,

Arlene F. Gillepie
Executive Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA
RECREATION DEPARTMENT
3149 SIXTEENTH STREET, NW.
WASHINGTON, D. C. 20010

Mr. J. George Frain
Secretary
18th and Columbia Road Business
Association
1777 Columbia Road, N.W.
Washington, D.C. 20009

April 10, 1986

Dear Mr. Frain:

This is in reference to our telephone conversation today about the proposed addition to the fieldhouse at the Kalorama Recreation Center.

By including this project in the 1987 Capital Improvements Budget, the Department of Recreation is implementing the action by the City Council.

This Department, after a careful inventory and analysis of the adequacy of all of its recreation facilities, concluded that the Kalorama fieldhouse is too small to accommodate an effective neighborhood recreation program, and that an addition is needed to provide for such a program. In addition, we feel that this facility should provide space for a range of community activities and events because of the great diversity of the population in this neighborhood and the need to encourage all ethnic and other groups to participate in community activities. We have no intention of restricting the use of any part of the center to a single group. I have discussed this with Councilmember Crawford, and he has expressed his full agreement with this policy.

In developing detailed specifications for the design of the building after the budget's approval by Congress, we will follow our normal procedure of reviewing the specifications and the design with the Advisory Neighborhood Commission concerned and with other community organizations. Elements will not be included in the design if there is a consensus in the community in opposition to them.

In the meantime, I will be happy to meet with the 18th and Columbia Road Business Association or any other community group to discuss the project further. I hope that no moves will be undertaken to slow the process of improving this important center.

Sincerely yours,

F Alexis H Roberson

F. Alexis H. Roberson
Director

cc: Councilmember H.R. Crawford
Kenneth Hughes, Chair, ANC 1C
David Hartley, SMD 1C02

Council of the District of Columbia
Memorandum

1350 Pennsylvania Avenue, N.W. Washington, D.C. 20004

To: Councilmember H.R. Crawford, Chairman
Committee on Libraries, Recreation, and Charitable Games
From: Councilmember Carol Schwartz

Date: March 19, 1986 CS

Subject: Kalorama Recreation Center Addition

The March 3 Committee Report of the Committee on Libraries, Recreation, and Charitable Games on the Executive's Requested Appropriated Operation and Capital Budget Authority for Fiscal Year 1987, and Related Matters includes on page 9 an approval of $400,000 for the construction of an addition to the fieldhouse at the Kalorama Recreation Center.

I feel that the language of the report on this subject is unfortunate. The report reads that the addition is "to accommodate activities of the Hispanic community in Ward 1." The report further reads that "it is intended that this facility will become a community center for the large Hispanic community living in the Adams-Morgan area and its vicinity."

I hope that the Center will be used and enjoyed by our Hispanic Community; that was my hope and my intent when I supported the funding. However, there are large numbers of non-Hispanic citizens living in the affected area as well. It was not my intent -- nor do I believe it was your intent -- to exclude any District resident from the use of the expanded facility or any other public facility in the District. The Adams-Morgan area -- one of the most interesting and diverse areas of our City -- justly prides itself on the unity and brotherhood of all of its residents.

I request that the language in this report be rewritten to make clear that our intent was that all residents will be welcome to use the facilities of the Kalorama Recreation Center, now and in the future. Further, I hope that in upcoming communications no language will be included which would even give the appearance that this Center is to be used exclusively by only a select group of our citizens. The cooperative spirit of the Adams-Morgan Community is something in which all of us can take great pleasure; I would not want to do anything to damage that wonderful spirit.

cc: Councilmember Wilhelmina Rolark
Councilmember Frank Smith

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

March 6, 1986

Mr. George Frain
1789 Lanier Place, N.W.
Washington, D.C. 20009

Dear Mr. Frain,

Attached is the page from the Appendix of the President's 1987 Budget which sets forth the proposal to rescind the 1986 appropriation for the National Capital Arts and Cultural Affairs program.

The National Endowment for the Humanities has provided to the Congress additional materials explaining the reasons behind the rescission proposal. You may want to get in touch with the NEH budget office on 786-0428.

For the Administration to succeed in getting these funds rescinded, Congress will have to approve the proposal prior to April 15, 1986. If you are looking for a way to infuence the outcome, you should probably express your concerns to the House and Senate subcommittees on appropriations headed by Representative Sid Yates and Senator James McClure.

Thanks for taking an interest in this issue.

Sincerely,

Kathy

Kathy Burchard

The Million-Dollar Maestro

Mstislav Rostropovich: Earning Praise and a Lot More

By Phil McCombs and Lon Tuck
Washington Post Staff Writers

In 1977, three years after master cellist Mstislav Rostropovich left the Soviet Union, he was on the cover of Time, hailed as the possible savior of the National Symphony Orchestra.

Now after more than a decade in the West, the talented, ebullient Rostropovich—superstar in exile—has been rewarded by more than applause.

He is rich.

Last year—the 1984-85 season—the maestro received $606,250 for his work as the NSO's music director and conductor, according to figures released by the orchestra's new executive director, Stephen Klein. During the past three years, Rostropovich received nearly $1.5 million from the orchestra, including $372,623 for the 1983-84 season and [illegible] for 1982-83.

In addition to his NSO pay, Rostropovich is said by an informed observer to receive $20,000 to $35,000 for a cello solo. According to an NSO spokeswoman, he performs about 70 such solos a year outside his NSO activities. A simple calculation suggests that he receives $1.4 million to $2.4 million a year from this solo work.

He also receives income from other musical activities, such as recording.

In a recent telephone interview from Paris, where he owns a luxury apartment, Rostropovich chatted affably for 45 minutes about his financial and other personal arrangements. He said he could earn as much playing the cello in a month as he earns as a conductor in a year.

"I am not the highest paid conductor," he said. "And I am not the highest paid soloist in the world, though I may be one of them."

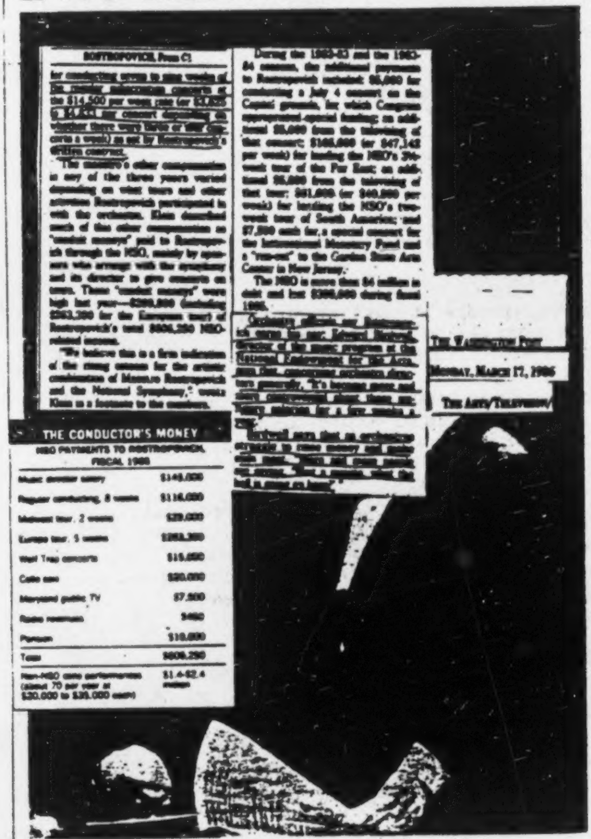
He said he did not know his total annual income from all sources.

At the request of The Washington Post, Klein provided, with Rostropovich's approval, detailed breakdowns of the maestro's NSO earnings for the past three fiscal years—a depth of disclosure unusual in the financially secretive world of the big orchestras.

Last year—the 1984-85 season—Rostropovich's $606,250 NSO income consisted of $145,000 for administrative and other duties as orchestra director; $116,000 for eight weeks of conducting during the regular subscription season (or $14,500 per week); $29,000 for leading the orchestra's two-week midwestern tour at the standard weekly rate; $263,300 (or $52,660 per week) for its five-week European tour; $15,000 for concerts at Wolf Trap; $20,000 for a cello solo; $7,500 for a concert carried by Maryland Public Television; $450 from radio revenues; and $10,000 in a pension plan.

The two main components of Rostropovich's NSO pay for the three years examined were the set amount for his duties as music director, and a second portion

See ROSTROPOVICH, C11, Col. 4



Mstislav Rostropovich, music director of the National Symphony Orchestra, and his earnings (inset).

ROSTROPOVICH, From C1

for conducting seven to nine weeks of the regular subscription concerts at the $14,500 per week rate (or $3,625 to $4,833 per concert depending on whether there were three or four concerts a week) as set by Rostropovich's written contract.

The maestro's other compensation in any of the three years varied depending on what tours and other activities Rostropovich participated in with the orchestra. Klein described much of the other compensation as "contract moneys" paid to Rostropovich through the NSO, mainly by sponsors who arrange with the symphony and its director to give concerts on tours. These "contract moneys" were high last year—[illegible] (including $263,300 for the European tour) of Rostropovich's total $606,250 NSO-related income.

"We believe this is a firm indication of the rising esteem for the artistic combination of Maestro Rostropovich and the National Symphony," wrote Klein in a footnote to the numbers.

During the 1982-83 and the 1983-84 seasons, the additional payments to Rostropovich included: $5,000 for conducting a July 4 concert on the Capitol grounds, for which Congress appropriated special funding; an additional $5,000 from the televising of that concert; $165,000 (or $47,142 per week) for leading the NSO's 3½-week tour of the Far East; an additional $5,000 from the televising of that tour; $81,000 (or $40,500 per week) for leading the NSO's two-week tour of South America; and $7,500 each for a special concert for the International Monetary Fund and a "run-out" to the Garden State Arts Center in New Jersey.

The NSO is more than $4 million in debt and lost $300,000 during fiscal 1985.

Orchestra officials say Rostropovich earns his pay. Edward Birdwell, director of the music program at the National Endowment for the Arts, [illegible] generally. "It's become more and more competitive [illegible] for a few weeks a year."

Birdwell says that an orchestra struggles to raise money and [illegible] "[illegible] it's a question of what the [illegible] is going to bear."

THE CONDUCTOR'S MONEY

NSO PAYMENTS TO ROSTROPOVICH, FISCAL 1985

Music director salary	$145,000
Regular conducting, 8 weeks	$116,000
Midwest tour, 2 weeks	$29,000
Europe tour, 5 weeks	$263,300
Wolf Trap concerts	$15,000
Cello solo	$20,000
Maryland public TV	$7,500
Radio revenues	$450
Pension	$10,000
Total	$606,250
Non-NSO cello performances (about 70 per year at $20,000 to $35,000 each)	$1.4-$2.4 million

The Washington Post
Monday, March 17, 1986
The Arts/Television

Other Independent Agencies

APPALACHIAN REGIONAL COMMISSION

Appalachian Regional Development Programs

(Rescission proposal)

Program and Financing (in thousands of dollars)

Identification code 46-0200-0-1-452	1985 actual	1986 est.	1987 est.
Program by activities:			
01.01 Appalachian development highway system		-59,400	
01.02 Jobs and private investment program		-19,200	
01.03 Distressed counties program		-2,400	
10.00 Total obligations (object class 41.0)		-81,000	
Financing:			
40.00 Budget authority (appropriation rescission proposed R86-74)		-81,000	
Relation of obligations to outlays:			
71.00 Obligations incurred, net		-81,000	
72.40 Obligated balance, start of year			-76,518
74.40 Obligated balance, end of year		76,518	55,188
90.00 Outlays		-4,482	-21,330

This rescission is proposed to effect savings in addition to those required as a result of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177).

NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES

National Endowments for the Humanities

√ National Capital Arts and Cultural Affairs

(Rescission proposal)

Program and Financing (in thousands of dollars)

Identification code 59-0200-0-1-503	1985 actual	1986 est.	1987 est.
Program by activities:			
10.00 Payments to Washington, D.C. organizations (total obligations) (object class 41.0)		-1,903	
Financing:			
40.00 Budget authority (appropriation rescission proposal R86-76)		-1,903	
Relation of obligations to outlays:			
71.00 Obligations incurred, net		-1,903	
72.40 Obligated balance, start of year			-1,425
74.40 Obligated balance, end of year		1,425	
90.00 Outlays		-478	-1,425

This proposal would rescind funds for noncompetitive grants to Washington, D.C. cultural organizations. These organizations are eligible to compete for grants along with other U.S. cultural organizations under a variety of programs operated by the National Endowments for the Arts and the Humanities and the Institute of Museum Services. A separate program for these organizations is not justified.

RAILROAD RETIREMENT BOARD

Milwaukee Railroad Restructuring Administration

(Rescission proposal)

Program and Financing (in thousands of dollars)

Identification code 60-8186-0-1-603	1985 actual	1986 est.	1987 est.
Financing:			
21.40 Unobligated balance available, start of year			5,634
23.40 Unobligated balance (rescission proposal R86-77)		5,634	
24.40 Unobligated balance available, end of year		-5,634	-5,634
39.00 Budget authority			
Relation of obligations to outlays:			
71.00 Obligations incurred, net			
90.00 Outlays			

This account funds administrative expenses incurred by the Railroad Retirement Board in disbursing benefit payments under the Milwaukee Railroad Restructuring Act and the Rock Island Act. The Board estimates that very little in the way of administrative expenses will be charged to the account in 1986, and anticipates no costs in future years. Rescission of remaining budget authority would close out the account.

STATE JUSTICE INSTITUTE

Salaries and Expenses

(Rescission proposal)

Program and Financing (in thousands of dollars)

Identification code 48-0052-0-1-752	1985 actual	1986 est.	1987 est.
Program by activities:			
00.01 General administration		-715	
00.02 Grants		-6,941	
10.00 Total obligations		-7,656	
Financing:			
40.00 Budget authority (appropriation rescission proposal R86-78)		-7,656	
Relation of obligations to outlays:			
71.00 Obligations incurred, net		-7,656	
72.40 Obligated balance, start of year			-766
74.40 Obligated balance, end of year		766	
90.00 Outlays		-6,890	-766

This rescission would eliminate the State Justice Institute.

Object Classification (in thousands of dollars)

Identification code 48-0052-0-1-752	1985 actual	1986 est.	1987 est.
11.1 Personnel compensation: Full-time permanent		-324	
12.1 Personnel benefits: Civilian		-68	
21.0 Travel and transportation of persons		-50	
22.0 Transportation of things		-10	
23.1 Standard level user charges		-75	
23.3 Communications, utilities, and miscellaneous charges		-12	
24.0 Printing and reproduction		-6	
25.0 Other services		-69	
26.0 Supplies and materials		-18	
31.0 Equipment		-18	

Rescission of Funds for the National Capital Arts and Cultural Affairs Program

The Administration is proposing a rescission of the $1.988 million appropriated to the National Endowment for the Humanities for the National Capital Arts and Cultural Affairs program for FY 1986. This program was authorized by the Congress in FY 1986 (P.L. 99-190) to provide grants to arts and cultural organizations in the District of Columbia. The Administration and the Endowment maintain that such special treatment for these institutions is unnecessary and cannot be justified in view of efforts to reduce the federal deficit.

The grants authorized in P.L. 99-190 are essentially direct subsidy payments of up to $500,000 to select Washington, D.C. organizations. In fulfilling its Congressional mandate, the Endowment has historically awarded grants to individuals and organizations only after consideration by peer panels, review by the National Council on the Humanities, and final examination by the NEH Chairman. In all programs of the Endowment, applicants must compete for available funding and only the most meritorious receive support. In addition, the agency does not, under any circumstances, provide direct subsidies or general operating support to institutions or organizations. All applicants to the NEH Challenge Grants Program, for example, must demonstrate that a grant would advance their capacity for maintaining or initiating programs in the humanities.

The institutions listed in P.L. 99-190 are currently eligible to apply to the Endowment's regular grant programs. The Endowment encourages the submission of applications from these institutions to advance the humanities in their programming activities. Indeed, in the last three years, many of these organizations have received awards after competing successfully against other applicants. The National Endowment for the Arts and the Institute of Museum Services have also made awards to these organizations. Special direct subsidies for general operating support are neither necessary nor warranted.

D.C. RESIDENCY REQUIREMENT

FRATERNAL ORDER OF POLICE
METROPOLITAN POLICE - LABOR COMMITTEE
512 - 5TH STREET, N.W., WASHINGTON, D.C. 20001 (202) 628-0600

Testimony
of
Gary Hankins
Chairman MPD/Labor Committee
Fraternal Order of Police
before the
District of Columbia Sub-Committee
on Appropriations
U.S. House of Representatives

Chairman Dixon, other members of the Subcommittee, thank you for the opportunity to testify before you on a matter of critical importance to the men and women of the Metropolitan Police Department and the people who live, work and visit in our Nation's Capital. I am speaking of the impact of the District's residency requirement on your police officers.

The residency requirement is working a terribly unfair hardship on us as we attempt to protect this community while providing for the safety and comfort of our families. Essentially, as the testimony of nearly three dozen police officers, union leaders and real estate experts illustrated before the D.C. City Council last Fall, (copies of which are attached) the District has too little area available for moderate income housing (less than 10 square miles).

The lack of affordable housing forces our members to confine their residences to a small area that inevitably leads to conflict with neighbors who they have either arrested, or who are friends or relatives of arrested subjects. We continue to see incidents of property damage and assaults on officers while off duty, in or near their homes, perpetrated by people they had contact with in their official capacities. The latest assault occurred two weeks ago. A police woman was beaten outside her home when a man she believes she arrested months ago grabbed her from behind and smashed her head into her car. She needed plastic surgery to repair her face.

The District had to go 1,500 miles to recruit Puerto Ricans to come to Washington because local attempts to recruit Hispanic officers failed. Now two of the recruits have resigned citing the residency requirement, before they graduated from our academy. I have interviewed many of the other Puerto Rican recruits and most have indicated they want to stay on our Department but are seeking other employment because of our residency requirement.

The District's residency law serves no useful purpose. We are losing many of our best young officers to the surrounding jurisdictions at considerable expense to the city, incurred during recruiting and training. Many who remain are looking for other employment for their families' safety and peace of mind. In addition to the fiscal concerns, the District is losing some of the brightest and motivated people I have seen in our academy.

I urge you to review the testimony that follows and lift the unfair and unproductive burden of the residency requirement from the shoulders of your police officers and firefighters.

FRATERNAL ORDER OF POLICE
METROPOLITAN POLICE - LABOR COMMITTEE
512 - 5TH STREET, N.W., WASHINGTON, D.C. 20001 (202) 628-0600

INDEX

In Support of the
Merit Personnel Residency
Amendment Act of 1985 (Bill 6-211)

Before the D.C. Council on
Government Operations

Monday, September 23, 1985
10:00 A.M.
Council Chamber - District Building
1350 Pennsylvania Avenue, N.W.
Washington, D.C.

Name	Tab Position
Gary Hankins, Chairman Fraternal Order of Police, Lodge #1 Metropolitan Police Department Washington, D.C. Labor Committee	A
Peter Carroll, Chairman Residency Committee Fraternal Order of Police, Lodge #1 Metropolitan Police Department Washington, D.C. Labor Committee	B
Tom Lennon, President Fraternal Order of Police, Lodge #89 Prince George's County Police Department	C
Nick Karssenky, President Police Association Fairfax Police Department	D
Walter Bader, President Fraternal Order of Police, Lodge #35 Montgomery County Police Department	E
Randy Burch, President Arlington Police Beneficiary Association Arlington County Police Department	F
Richard Munsky, President Police Association of District of Columbia United States Park Police, United States Secret Service, Uniformed Division	G
Barry Schiftic, President Police Association Alexandria Police Department	H
Rufus Lusk III, Executive Vice-President Lusk & Sons Real Estate	I
Perry Soares and Rick Winer	J
Charles Forbes	K
Stephen Porreco	L
Jim Trainum	M

	Name	Tab Position
	Yong H. Ahn	N
	Deborah Pendergrass	O
	Robert Kruase	P
*	Rhonda Johnson Robinson	Q
*	James Beadel	R
*	Robert Jackson	S
	Yolanda Saucedo	T
	Nancy Brown	U
	Richard Turner	V
	Teresa Bland	W
*	George Hetrick	X
	Brian Hickey	Y
	Juan & Ernestine Randolph	Z
*	Thomas Ward	AA
	William Harris	BB
*	Lisa Parks	CC
*	Stephanie Hilton	DD
	Guy Middleton	EE
	Beverly J. Anderson, M.A., C.A.C. Psychiatric Institute of Washington	FF
	James M. Cox, Jr.	GG

* unable to be present, testimony to be read by other person.

FRATERNAL ORDER OF POLICE
METROPOLITAN POLICE - LABOR COMMITTEE
512 - 5TH STREET, N.W., WASHINGTON, D.C. 20001 (202) 628-0600

STATEMENT OF

GARY W. HANKINS

F.O.P. METROPOLITAN POLICE - LABOR COMMITTEE

PRESIDENT - LABOR COMMITTEE

IN SUPPORT OF THE MERIT PERSONNEL RESIDENCY
AMENDMENT ACT OF 1985 (BILL 6-211)
BEFORE THE D.C. COUNCIL ON
GOVERNMENT OPERATIONS

MONDAY, SEPTEMBER 23, 1985
10:00 A.M.
COUNCIL CHAMBER - DISTRICT BUILDING, ROOM 500
1350 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20004

Committee Chairman Spaulding, other members of the Committee, thank you for the opportunity to testify on this amendment to the District's residency law.

As Chairman of the Fraternal Order of Police Labor Committee for the Metropolitan Police Department, I have listened to many disturbing and tragic stories relating personal injury, family discord and worse. All of these stories carry the common thread of the District's residency law impacting on your police officers.

The problem facing District police officers living here is real and growing. It is quite different from any other District employee.

Many months ago I asked Officer Peter Carroll to chair a special sub-committee to research approaches to this problem. He was quickly joined by other interested officers who have devoted countless hours to help find ways to restore a normal lifestyle to they and their families. They reached a conclusion that I agree with and support. When you couple all the requirements of our profession with the uniqueness of the District of Columbia, a residency requirement for your police officers provides no benefit for the City's residents or your police officers. In fact it works a terrible hardship on your officers and reduces their ability to serve our community.

I hope that as you listen to the testimony that follows you will come to share our view and vote to exempt District Police officers from the residency requirement. It is the only fair thing to do.

SUBMITTED BY:
GARY W. HANKINS

FRATERNAL ORDER OF POLICE
METROPOLITAN POLICE - LABOR COMMITTEE
512 - 5TH STREET, N.W., WASHINGTON, D.C. 20001 (202) 628-0600

STATEMENT OF

PETER C. CARROLL

F.O.P. METROPOLITAN POLICE - LABOR COMMITTEE

RESIDENCY REQUIREMENT COMMITTEE CHAIRMAN

IN SUPPORT OF THE MERIT PERSONNEL RESIDENCY
AMENDMENT ACT OF 1985 (BILL 6-211)
BEFORE THE D.C. COUNCIL ON
GOVERNMENT OPERATIONS

MONDAY, SEPTEMBER 23, 1985
10:00 A.M.
COUNCIL CHAMBER - DISTRICT BUILDING, ROOM 500
1350 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D.C. 20004

FRATERNAL ORDER OF POLICE
METROPOLITAN POLICE - LABOR COMMITTEE
512 - 5TH STREET, N.W., WASHINGTON, D.C. 20001 (202) 628-0600

Good Afternoon Mr. Chairman and members of the Committee. My name is Officer Peter Carroll and I am a member of the Metropolitan Police Department. I am assigned to Special Operations Divison, Special Events Branch. Gary Hankins, Chairman, F.O.P. Lodge #1, M.P.D.C. Labor Committee has asked me to be the Chairman of the Residency Committee for members that come under the residency requirement.

We are here today to express our views on the residency requirement for members of the Metropolitan Police Department that support Bill 6-211 of the Merit Personnel Residency Amendment Act of 1985, introduced by Councilman Crawford and co-sponsored by Councilwoman Carol Schwartz.

On May 8, 1981, a similar bill was introduced to exempt police officers from the residency requirement which apparently was rejected by the Committee at that time. The same problems that existed in 1981 are still prevelant, but the law now affects a much greater proportion of officers on the Department.

The first testimonies you will hear today will be coming from officers from the bordering jurisdictions. These members will testify as to their lack of a residency requirement, thus enabling their officers the freedom of choice on where they will live with their families. This lack of a residency requirement has become so attractive to our junior officers that we are losing good, experienced people to these bordering jurisdictions - experience gained at the expense of the District of Columbia. They are here today to show their support in our endeavor.

Mr. Rufus Lusk III, Executive Vice President of Lusk & Son Inc. Real Estate will present statistics to show the growing increase in the cost of housing in the District of Columbia as compared to its bordering jurisdictions and also the declining amount of housing available in the District of Columbia, which is affordable on a policeman's salary. Keep in mind the fact that this residency requirement is not bringing in substantial amounts of revenue to the city via real estate taxes. There are a very small handful of officers who own real estate within the District of Columbia. This residency requirement does not affect the senior officers who could possibly afford to live in the city, or who bought their properties numbers of years ago when the market was much lower. We are looking at housing in the last five years, housing that is at a premium and upwards of $100,000 - no way reachable on a starting salary of approximately $19,900.

Presented today also, will be charts that members of the Residency Committee have put together. One of the charts shows the bordering jurisdictions, some who have no residency requirement, but have a mileage requirement. The other chart will show the location of officers in relation to available residential areas. This will be accompanied by a chart that shows the total square miles of Washington, broken down by land use percentages.

The two officers who will give you an explanation of the charts have also had personal experiences with the residency requirement hearings instituted by the Director of Personnel in March, 1985. Both officers have had their hearings and their cases are on appeal at this time.

Following these officers we will have direct testimony from officers who are now on the D.C. Police Department and will recite samples of harrassment and hardship suffered by themselves and their families, because they are police officers. These officers are dedicated, hard working people whose job exposes them to every element. These presented today are only a representative handful of many such cases. They have put their job before their families because they are forced to live in the District of Columbia.

In one instance we have a police officer who will testify to direct threats of bodily harm to him, at his residence in the District of Columbia, which was transmitted to our Department via the 911 line. This officer has been a life long resident of D.C., a graduate of it's school system, but once he took the oath of office to uphold the law and put on his blue uniform, his whole life has changed. Society views him much differently now.

You will hear testimony from former police officers that will outline situtations where waivers should have been granted. Because there were no provisions for such situations, we have lost many good officers. One such officer will testify how she was forced to resign due to the residency requirement when a serious illness in her family forced her to move out of the District of Columbia to assist her family.

We will present testimony to show that no provision was ever made for reinstatees to the police department - officers who have left but returned and are penalized by making them fall into the new residency requirement.

It has been noted that provisions have been made to grant exemptions to certain positions in the District of Columbia for persons employed as financial managers or in data processing positions. Prior to the Summer 1985 recess you were also requested to grant additional exemptions. There can be no comparison, either in job salary or job safety, between that of a financial manager and a police officer and to align them to the same requirement is unfair.

You will hear testimony from an expert in the mental health field who will show you the stress level suffered by police officers and their families. The stress on the officer on the street and on his "off-duty" hours, which you require him/her to spend "on-duty". According to our General Orders, all officers are required to carry their badge, I.D. folder and gun at all times when they are within the border of the District of Columbia. You are asking the officers to spend time with their families on outings, carrying a loaded revovler, with their eyes peeled, upholding the laws of the District of Columbia and subjecting them to possible action, not only with no back-up (they are not issued a radio to carry "off-duty") but also in the company of their families. Also, should the officer become involved in an "on-duty" accident, "off duty", who will bear the costs of insuring such a situation.

She will also present the stress suffered by most officers as they deal in their "off-duty" hours with the criminals they arrested yesterday or last month, who are back on the streets and just watching.

In summary, we feel the testimony we will present today should convince you that our jobs are important to us, we want to do it to the best of our ability. But we deserve the recognition that we matter to the citizens of the District of Columbia. You as councilmembers know the stress you feel when you pass a bill that is not what most of the citizens are hoping for. The conversations you will be involved in at the next meeting, at the next party, or in the stores when you meet your constitutents as they explain to you how they feel. We are being subjected to this same type of harrassment, but in a more serious form because we chose to be police officers, chose to wear that blue uniform that sets us out from the rest of the population and chose to uphold the laws of the District of Columbia.

We need this exemption to be able to continue to do our job to the best of our ability. We feel that this is important for our safety and our families' safety as well, both on the job and off the job.

If the Committee feels that the granting of this exemption would not be in the best interest of the citizens of the District of Columbia, then in the alternative we would ask the City Council to propose legislation for a tax raise in the District of Columbia to grant those officers who are affected by this residency requirement additional compensation for their positions, which would enable the city to have each and every officer who came on the Department since 1980, and is required to be on the job "24 hours a day", granted the pay he would be entitled to. If this is what the citizens feel they want and deserve, there should be no hesitation to compensate your officers.

As you are aware, the Mayor has approached the Metropolitan Council of Governments to form a Job Bank to help with the D.C. unemployment problems. This would enable the bordering jurisdictions to give jobs to D.C. residents, and the Mayor will reciprocate by giving jobs to persons from these bordering jurisdictions. Our main question is - will these new D.C. employees be required to abide by the residency requirement - or receive a "special exemption"?

Thank you.

FRATERNAL ORDER OF POLICE
MARYLAND STATE LODGE, INC.

September 16, 1985

Re: Oversight Hearing on Residency Requirements for District of Columbia Government Employees AND Bill 6-211, "DCGMPA of 1978/ Metropolitan Police Force Residency Exemption Amendment Act of 1985" AND Bill 6-214, "Merit Personnel Residency Amendment Act of 1985" AND "Bill 6-229, DCGMPA of 1978/ Firefighters Residency Exemption Act of 1985"

Peter Carroll
F.O.P. Labor Committee
512 5th Street - NW
Washington, DC 20001

Dear Sirs:

This letter is written in reply to the Proposed Bill requiring residency in the District of Columbia for Police Officers employed in the District. Because of the geographic size of the District, because of the economically wealthy population in the District and because of its transcent nature, the availability of housing that would be affordable to Police Officers is non-existent.

The Washington Metropolitan area is an area of high competition for Police Positions. Montgomery County, Prince George's County, the District, Alexandria, Arlington, Fairfax County and Falls Church all compete for the pool of talent and personnel in the area. The District is losing many good applicants because it is much easier to find good, available, affordable housing in other areas and as a result, the residency requirement is driving good Police applicants away.

In Prince George's County, the County Council voted down a bill that would have required residency because the Council realized that the availability of affordable housing to newly hired public safety personnel is lacking.

The District of Columbia Police Dept. has been one of the best in the Country. It has existed and flourished up until now without this restrictive, UNNECESSARY REQUIREMENT. WHY SPOIL A GOOD THING WITH UNNEEDED, UNWANTED LEGISLATION.

RESPECTFULLY,

THOMAS P. LENNON
PRESIDENT - PRINCE GEORGE'S COUNTY#89
PRESIDENT - MARYLAND STATE LODGE

TPL/DAL

FRATERNAL ORDER OF POLICE

Montgomery County Lodge 35, Inc.

STATEMENT OF WALTER E. BADER, PRESIDENT OF FRATERNAL ORDER OF POLICE, MONTGOMERY COUNTY LODGE 35, INC. BEFORE THE COUNCIL OF THE DISTRICT OF COLUMBIA, COMMITTEE ON GOVERNMENT OPERATIONS, CONCERNING BILL 6-211 TO EXEMPT POLICE OFFICERS FROM THE RESIDENCY REQUIREMENT.

September 23, 1985

It has been nine years since the U.S. Supreme Court declared residency laws constitutional. Although it remains to be seen what the current Supreme Court might decide about the issue, if asked, the District Council's desire to legislate is far superior to the attitude of less enlightened jurisdictions where it has been necessary to litigate similar matters.

There are numerous arguments to be made against requiring police officers to live within the geographical boundaries of the jurisdiction in which they live, too numerous to review in detail, but hopefully, I can provide you with some practical insight.

Probably the most onerous aspect of a residency requirement is that it infringes upon the freedom of people to choose where and how they will live, simply because they chose to serve their community by entering the police profession. Discrimination by virtue of occupation is as wrong as discrimination on the basis of sex, religion, race, creed, marital status or national origin. Moreover, residency laws fail to take into account the needs of families and often result in unnecessary intra-family conflict. For instance, the spouse of a police officer may be employed in the suburbs far away from home resulting in long distance commuting; or, a police officer may have an ill child who would, for some medical reason be better off physically or emotionally in a more rural setting. Other justifications for eliminating residency requirements are that the $115,000 average price of a house in the District of Columbia effectively squeezes police officers out of the housing market.

Average police officer morale is elevated and efficiency increased when officers are happy and content in their off-duty hours; and, the high degree of stress inherent to police work demands consideration to the personal well-being of police officers.

A 1977 study by the Institute for Law and Social Research found that Washington, D.C. officers who lived outside of the City were actually more productive than resident officers.

19542 Club House Road, Gaithersburg, MD 20879

948-4286

Proponents of residency requirements may argue that employees who live in the City where they work will spend their money in the City; be more committed to the City and be capable of getting to work more quickly. I would proffer that residency requirements do not mandate that an officer spend his or her money in the Distrist for anything other than rent or purchase of a house and utilities. On the other hand, people tend to spend money in the City in which they work, notwithstanding place of residence. As to commitment, you will surely agree that Sergeant Cournoyer, a Maryland resident, made a commitment to the District of Columbia. And, it is, in most cases, as easy to respond to District police stations from the suburbs as from within the city, especially since construction of our subway system.

Also, I would note that a residency requirement will do little, if anything, to reduce unemployment in the city, since many of the unemployed do not meet minimum standards for police service- often through no fault of their own.

Finally, I have attached to my testimony the February 1, 1975 residency policy of the Montgomery County Department of Police, i.e. there are "no limitations or restrictions as to place of residence ...." But, I wonder what would happen if a Montgomery County police officer was married to a District police officer and Montgomery County imposed a residency requirement. Would the two governments require these people to live apart?

I thank you for your consideration of our comments.

General Order 75-5
Section Code 100.2

Subject: Police Officer Residency Policy

Purpose: To establish policy regarding police officer residency.

Numbered Sections Contained Herein:

I. Departmental Policy Statement
II. Required Response in Emergency and Program Eligibility
III. Cancellation
IV. Effective Date

I. Departmental Policy Statement
It will be the policy of the Montgomery County Government and the Department of Police to impose no limitation or restriction as to place of residence on any member of the department.

II. Required Response in Emergency and Program Eligibility
In deciding upon a place of residence, members are reminded of departmental regulations relating to timely response in emergencies and specific residence requirements of certain departmental programs such as the Personal Patrol Vehicle Program.

III. Cancellation
This general order is based upon County Executive Regulation 11-74 and, therefore, supersedes and cancels Paragraph 12, Section III of General Order 71-5, Section Code 100.1, Departmental General Rules, dated August 17, 1971.

IV. Effective Date
The effective date of this general order is February 1, 1975.

K. W. Watkins
Superintendent of Police

Distribution:
All Type "A" Members
All Functional and Geographic Units

Index as:
Residency Policy

Police Association
of the District of Columbia
2701 Pennsylvania Avenue, S.E.
Washington, D.C. 20020
Main Office (202) 582-4620

TESTIMONY OF

RICHARD A. MUNSKY

PRESIDENT

POLICE ASSOCIATION OF THE DISTRICT OF COLUMBIA

BEFORE THE

COMMITTEE ON GOVERNMENT OPERATIONS

DISTRICT OF COLUMBIA GOVERNMENT

AT A HEARING ON

BILL 6-211. DCGMPA OF 1978

METROPOLITAN POLICE FORCE RESIDENCY EXEMPTION AMENDMENT

ACT OF 1985

MONDAY, SEPTEMBER 23, 1985

SERVING THE UNITED STATES PARK POLICE, METROPOLITAN POLICE, UNITED STATES SECRET SERVICE-UNIFORMED DIVISION AND THE F.A.A.-AIRPORT POLICE

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

It is indeed a pleasure to be able to comment on Bill 6-211, "DCGMPS of 1978/Metropolitan Police Force Residency Exemption Amendment Act of 1985", which is being introduced by Councilmember Crawford, to exempt from the residency requirement police officers below the rank of Lieutenant.

In the Association's view, the introduction of Bill 6-211 represents one of the most important and most positive steps forward to date in the discussion concerning residency requirements for the members of the Metropolitan Police Force. Those persons involved in the residency issue are very aware of how complicated it has been, and Bill 6-211 does a very impressive job of addressing the myriad issues and concerns involved.

Since its establishment in 1903, the Police Association of D.C. has been a vanguard in representing the members of the Metropolitan Police Department and other law enforcement agencies within the Washington, D.C. area. Today, more than ever, the Association's chief concern is the welfare of its members and their families, but additionally, and of equal importance, is its concern for the welfare of all law enforcement personnel and their dependents.

Traditionally, the Police Association of D.C. has sought and supported legislation which has benefited law enforcement personnel. Today, the Association continues this tradition by concurring with the Fraternal Order of Police in their support for Bill 6-211. The Police Association, like the Fraternal Order of Police strongly believes that the passage of Bill 6-211 is essential for the preservation of the high caliber of service rendered by the members of the Metropolitan Police Department.

Crime in the District of Columbia, is one of the major concerns, if not the major concern of most citizens. Combating crime on a local level requires a young and vigorous work force. In the past, that work force was attracted partly by the freedom to choose where they and their families would reside. The current residency requirements have depreciated the attractiveness of recruitment in the Metropolitan Police Department. The additional burden of safeguarding individual families and property weighs heavily in the minds of newly recruited personnel and equally in those of persons considering employment in the Metropolitan Police Department. This additional and unnecessary stress subtracts from the individual's mental attentativeness to the performance of their duty. Police Officers must be secure from adverse influences which deteriorate their ability to give full attention to their law enforcement function.

A major concern of all individuals is the safety of their loved ones. Police personnel must be secure in the knowledge that their families reside in the safest of environments. Residency of police families within high crime areas, subtract from the safety of their environment. This being of major concern, police officers have traditionally sought residency outside of their working areas.

To avoid such adverse conditions, Metropolitan police officers have sought employment with other law enforcement agencies which do not have such strict residency requirements. Upon completion of training and the probationary period, they seek employment elsewhere. This factor contributes to the loss of qualified personnel within the Metropolitan Police Department. The financial investment made by the city to recruit and train these individuals is therefore lost. Those law enforcement agencies who thereafter recruit them benefit from the acquirement of those highly trained and experienced personnel.

The Police Association concurs with the Fraternal Order of Police, that passage and enactment of Bill 6-211 will stem this present situation by allowing police officers the peace of mind that their families are safe and secure. The police officers may then direct their full time and attention to their fight against crime.

ALEXANDRIA POLICE ASSOCIATION
POST OFFICE BOX 1228 • ALEXANDRIA, VIRGINIA 22313 • (703) 823-6298

DATE: SEPTEMBER 20, 1985

TO: THE HONORABLE MEMBERS
COUNCIL OF THE DISTRICT OF COLUMBIA

FROM: J. BARRY SCHIFTIC, PRESIDENT
ALEXANDRIA POLICE ASSOCIATION

SUBJECT: BILL 6-211, "DCGMPA OF 1978/METROPOLITAN POLICE FORCE RESIDENCY AMENDMENT ACT OF 1985."

INTRODUCTION:

As President of the Alexandria Police Association and a Police Officer, I am pleased to support this proposed Amendment to your present policy of required residency. For your consideration, I wish to present certain information that I feel is germane to the topic and should be of aid to justify the Amendment as stated. Though I agree in spirit with many of the supporting items that will be given to you in writing, and testimony from the Metropolitan Police and other jurisdictions, I will confine my information to reflect the policy of the Department of Public Safety Police Operations Bureau, Alexandria, Virginia, and how it is relative to the District of Columbia.

JURISDICTIONS COMPARED:

Like the District of Columbia, Alexandria, Virginia (hereinafter referred to as Alexandria) is of limited land size - 13 square miles, population 107,000. Alexandria is also an entity, subordinate only to the Commonwealth of Virginia. Thus, if such a residency requirement were imposed upon us, our plight would be identical to the status that has been bestowed on your Police Officers.

Demographically, Alexandria is comprised of a wealthy upper middle class which dominates the majority of the City. A few low income persons exist, however, if you follow area headlines you will note that the Alexandria City Council is under fire to maintain more residential units for the poor. The point of this observation is that there are not many alternatives in between that can offer a Police Officer respectable living conditions, a residence apart from the same criminal elements we pursue daily, and all based upon the modest salary that is paid to the Police Officers.

Page 2—September 20, 1985—Council of the District of Columbia

I am certain that all of this information is familiar to you as you, too, wrestle with the same problems in the District of Columbia. Based on these factors which clearly display we are comparable, I hope that our policy can serve as a guideline to you.

ALEXANDRIA'S POLICY:

The policy for residency of Police Officers is clearly stated in a written directive (General Order, Personnel - 4). For continuity, a copy of the entire document is available with this original. To spare your time, only the pertinent sub-section is quoted below from Page 7:

> I. Professional Conduct and Responsibilities
>
> 1.27 Residency
>
> In order to maintain the Department's capability to respond to emergencies and disasters within a reasonable period of time, members below the rank of Captain and employees shall not establish residence more than fifty (50) miles from Police Headquarters.
>
> All members promoted to the rank of Captain must, at the time of appointment and thereafter, permanently reside within the Commonwealth of Virginia, and within a ten (10) mile radius of the corporate limits of the City of Alexandria.
>
> All members appointed to a rank above that of Captain must, at the time of appointment and thereafter, permanently reside within the corporate limits of the City of Alexandria.
>
> Members promoted prior to the effective date of this order will comply with its provisions at any time in the future that they choose to relocate their place of residence as if they had been promoted after the adoption of this order.
>
> Upon written request, the Chief of Police may grant limited exceptions to the policies noted above, as the best interests of the Department dictate.

This is an excerpt of an Order which addresses many issues regarding expectations of Alexandria Police Officers.

Page 3—September 20, 1985—Council of the District of Columbia

A liberal interpretation of this policy suggests that an officer can legally reside within a fifty mile radius, even though the actual ground mile may differ. To the best of my knowledge, all personnal are in compliance. The fifty mile limit has not become an issue to date. The residency requirement for Captain and above has been an issue as recent as 1979, however, it is not entirely appropriate to be a part of this debate.

CONCLUSION:

I hope you have found this information brief, to the point and useful in the question you are about to decide. Should you have additional questions, please feel free to contact me. I am happy to support the Fraternal Order of Police, Metropolitan Police on this issue, and will do so at any reasonable request.

Good afternoon Chairman Spaulding and members of the committee. My name is Rufus S. Lusk III. I am the Executive Vice-President of Rufus S. Lusk & Son, Inc.

Rufus S. Lusk and Son, Inc. collects, researches, and organizes real estate data--sales, mortgages, ownership, assessments, zoning, etc.--for easy reference and use in directories, weekly guides, on-line computer access, special studies, and mailing lists. The Lusk services convert data into valuable real estate information.

This information is essential for professionals in the real estate industry--appraisers and brokers, lenders and investors, developers and leasing agents, suppliers and property managers--whose success depends not only on keeping abreast of current market conditions but also having ready access to the history of previous real estate activity. Lusk is the knowledgeable source on real estate markets throughout the Baltimore-Washington-Richmond area, and beyond.

Real estate professionals, government agencies and many others have been relying on Lusk for over half a century to provide accurate, timely, innovative and affordable real estate information services. Moreover, our experienced, reliable, and friendly staff stands ready to assist you.

Sincerely,

Rufus S. Lusk III

Rufus S. Lusk, Jr., *President*
Rufus S. Lusk III, *Executive Vice-President*
James H. Molloy, Jr., *Senior Vice-President*

Raoul P. Seré, *Vice-President*
Hyland P. Stewart, III, *Vice-President*
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September 1, 1985

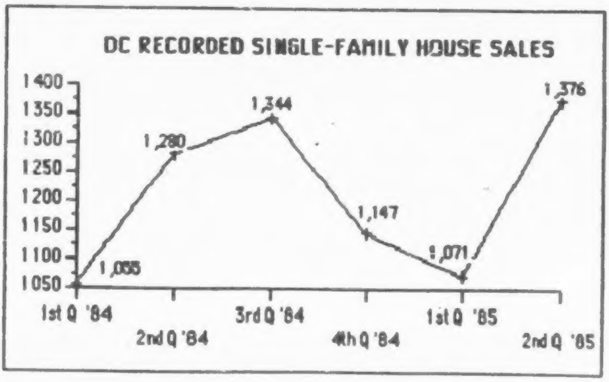
FOR IMMEDIATE RELEASE
CONTACT: RUFUS S. LUSK III

LUSK REPORTS ON 1985 D. C. SECOND QUARTER REAL ESTATE SALES AND FINANCINGS

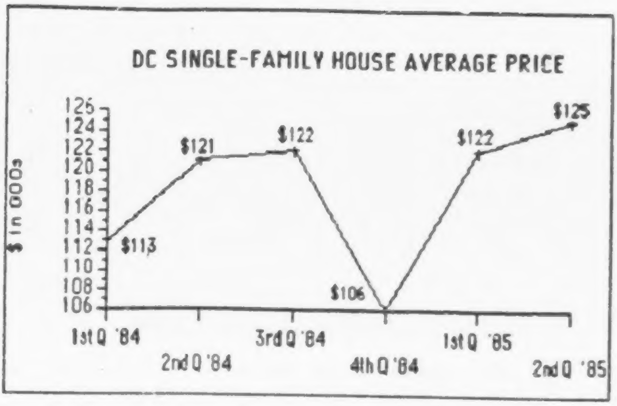
RUFUS S. LUSK & SON, INC., the Washington based real estate publishing and information services firm, is pleased to announce the publication of its Second Quarter, 1985 District of Columbia Real Estate Directory, which reports all recorded real estate transactions and financings during this period, as abstracted from the official public records.

1,376 SINGLE-FAMILY HOUSE SALES RECORDED IN SECOND QUARTER AT AN AVERAGE PRICE OF $125,302

This is what DC single-family house sales volume and average prices looked like over the past six quarters:

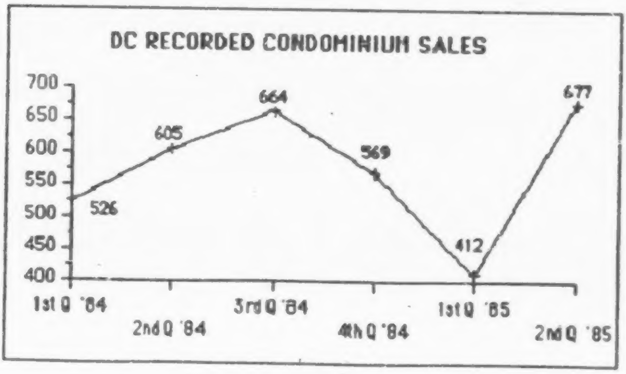

DC RECORDED SINGLE-FAMILY HOUSE SALES

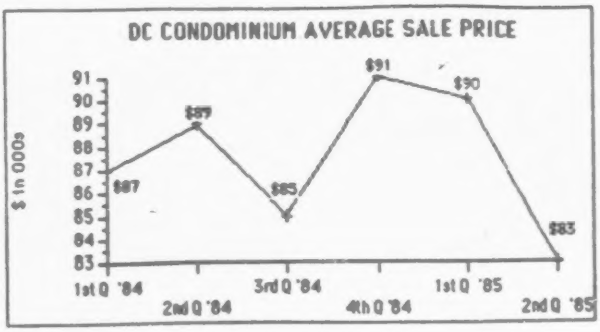
Long Island—Baltimore—Annapolis—Washington—Richmond—New Orleans



677 RECORDED CONDOMINIUM SALES AVERAGE $83,257

This is what DC condominium sales volume and average prices looked like over the past six quarters:





2,541 SALES TOTAL $353.5 MILLION

In-all there were 2,541 recorded real estate sales during the second quarter, totalling $353,532,049. This was an increase of 5% over the sales volume of the second quarter of 1984. Of these 1,376 single-family house sales totalled $172.4 million, 677 condo sales totalled $56.4 million, and 488 commercial/industrial/multi-family sales totalled $124.7 million.

MORTGAGE LENDING HITS $852 MILLION

Reflecting the continuing strength of the commercial market, the total dollar volume of all mortgages (including refinancings, construction loans, second trusts, etc.) totalled $852 million on 3,600 loans. Of these, there were 335 FHA loans averaging $66,209 and 78 VA loans averaging $81,604.

AVERAGE HOUSE PRICES TOP QUARTER OF A MILLION IN TEN CITY NEIGHBORHOODS!

These were the ten most expensive neighborhoods in the city in terms of average sale prices of single-family houses during the quarter:

NEIGHBORHOOD	# OF SALES	AVG PRICE
1) WOODLEY	2	$ 940,000
2) MASSACHUSETTS AVENUE HEIGHTS	6	$ 615,180
3) FOREST HILLS	15	$ 427,180
4) WESLEY HEIGHTS	13	$ 392,319
5) BERKELEY	5	$ 379,225
6) SPRING VALLEY	12	$ 370,687
7) GEORGETOWN	57	$ 329,188
8) KENT	13	$ 302,155
9) CLEVELAND PARK	9	$ 299,868

10) KALORAMA	18	$ 276,444

PERPETUAL AMERICAN IS LEADING LENDER

These were the top ten lenders for first trusts at the time of sale during the quarter (based on the number of loans originated, including residential and commercial):

LENDER	TOTAL LOANS	% MKT SHARE	TOTAL $ VOL	%MKT SHARE
1) PERPETUAL AMERICAN BANK	150	7.8%	$18.3 million	7.7%
2) COLONIAL MORTGAGE SERVICE CP	139	7.2%	$ 8.2 "	3.5%
3) FIRST WASHINGTON MORTGAGE	122	6.3%	$13.5 "	5.7%
4) UNITED MORTGAGEE	70	3.6%	$ 5.3 "	2.2%
5) GUARANTY MORTGAGE	59	3.1%	$ 4.1 "	1.7%
6) INDEPENDENCE FSB	44	2.3%	$ 3.0 "	1.3%
7) CENTRALFED MC	45	2.0%	$ 1.6 "	1.6%
8) METROPOLITAN FS&L	40	2.1%	$ 4.3 "	1.8%
9) CLARK FINANCIAL SERVICES	39	2.0%	$ 4.7 "	2.0%
10) STANDARD FS&L	39	2.0%	$ 3.3 "	1.4%
TOTALS	747	38.7%	$ 68.5 million	29.0%

SELLER FINANCING LEADING SOURCE OF MORTGAGE MONEY

The seller take-back was the leading source of mortgage money for the quarter, accounting for 261 first trusts totalling $33 million. This figure comprised 13.5% of all first trusts placed at the time of sale.

Seller financing was even more dominant for second trusts placed at time of sale where it accounted for over 40% of all second trusts placed during the quarter (54 of 133) and equalled $2.1 million.

FOUR RESIDENTIAL SALES TOP $1 MILLION

ADDRESS	NEIGHBORHOOD	PRICE
1) 2501 - 30th St., NW R. C. Appleby to Mr. & Mrs. Herbert H. Haft	Massachusetts Avenue Hts.	$1,700,000
2) 3215 Cathedral Ave., NW Mr. & Mrs. C. D. Ward to Philip M. Horowitz	Woodley	$1,500,000
3) 1402 - 31st St., NW E. C. Munson by P. R. to Herbert S. Miller and Others	Georgetown	$1,250,000
4) 2700 Chesapeake St., NW Mr. & Mrs. E. B. Rosenweig to Mr. & Mrs. Rhoda Baruch	Forest Hills	$1,100,000

5) 2458 Wyoming Ave., NW L. M. Oiberge & others to Mr. & Mrs. Robin B. Martin	Kalorama	$ 982,500
6) 4435 Cathedral Ave., NW S. M. Birney by P. R. to Mr. & Mrs. Thomas Wilner	Wesley Heights	$ 950,000
7) 3129 N St., NW Mr. & Mrs. Herbert S. Miller to Mr. & Mrs. Donald G. Ogilvie	Georgetown	$ 860,000
8) 3015 Q St., NW Mr. & Mrs. J. Passonneau to Gloria Hidalgo	Georgetown	$ 850,000
9) 2404 Wyoming Ave., NW Mr. & Mrs. A. G. Chase to Mr. & Mrs. Harvey L. Pitt	Kalorama	$ 838,000
10) 3501 Macomb St., NW J. P. Mackenzie and others to Mr. & Mrs. Terry F. Lenzer	Cleveland Park	$ 825,000

COMMERCIAL MARKET STAYS ACTIVE

These were the top ten commercial sales for the quarter:

ADDRESS	PRICE	MORTGAGE
1) 1825 K St., NW Cafritz Bldg. Park Service to The Morris & Gwendolyn Cafritz Foundation (35.7% interest transferred; 362,454 square foot gross building area office building)	$ 9,282,263	(All Cash)
2) 1400 L St., NW Midland Mutual LIC to 14th & L Assoc. LP	$ 8,900,000	($10,765,000 Citicorp Homeowner)
3) 510 11th St., NW 11th St. Assoc., LP to Manufacturers LIC ($487 per square foot; parking lot behind Perpetual Building)	$ 7,840,240	(All Cash)
4) 311-15 7th St., NW A & L Straus Foundation to 315 7th St. Assoc., LP (Old Hub Furniture Bldg.)	$ 7,705,210	($7,595,210 Seller)
5) 2430 Pennsylvania Ave., NW Wash. R. E. Inv. Trust to 2430 Assoc. LP (Bristol Hotel; land only)	$ 6,595,000	($12,000,000 Mutual Ben. LIC)
6) 1919 Massachusetts Ave., NW ND Real Estate Assoc. to Riggs Natl. Bank (parking lot behid Riggs Dupont Circle Branch; $593 per square foot)	$ 3,000,000	(All Cash)
7) 5811-21 14th St., NW	$ 2,435,950	($3,000,000 Capitol Bank)

Brown Bros. Corp. to Brown Bros. LP (\$ 400,000 1st Womens Bank)
(garden apartment)

8) 728-34 7th St., NW \$1,850,000 (\$1,850,000 Seller)
Stern Ofc. Furn. Inc. to Selo Assoc. LP
(Stern Office Furniture Building)

9) 816 Connecticut Ave., NW \$ 1,780,000 (All Cash)
Connecticut Way LP to Fifth British Am. Property
(land sale; \$668.41 per square foot)

10) 1730 Massachusetts Ave., NW \$ 1,750,000 (\$1,250,000 MD. Natl. Bk.)
Tucker LP and others to Inst. Elec. & Electr. Inc.
(3 story brick office building)

LUSK ANNOUNCEMENTS

An article appeared in the July issue of *Regardie's Magazine* about the Lusk Company and, in particular, LUSKNET. LUSKNET offers online access to sales from January 1983 to the present, with weekly updates. It is now officially available for Fairfax County, in addition to DC and Montgomery County.

LUSK'S FY'86 D.C. ASSESSMENT DIRECTORY is now in the final stages of production and will be available in September.

LUSK COMPLEMENTS DC MLS

For residential real estate people the MLS system has offered great efficiencies and is certainly an outstanding tool. However, since the DC-MLS includes only sales by its member firms in the MLS "sold" file, it is an incomplete source of total information on recorded sales.

Here are the DC-MLS reported sales for the second quarter of 1985 compared to the Lusk sales abstracted from the recorded documents themselves:

DC-MLS 2nd Quarter, 1985 Residential Sales = 364
LUSK 2nd Quarter, 1985 Residential Sales = 1376
Difference = 1012

DC-MLS Residential Sales as % of Total = 26%

DC-MLS 2nd Quarter, 1985 Condominium Sales = 140
LUSK 2nd Quarter, 1985 Condominium Sales = 677
Difference = 537
DC-MLS Condo Sales as % of Total = 21%

RUFUS S. LUSK & SON, INC.
Attn: Mr. James H. Molloy, Jr., Senior Vice-President
The Lusk Building
1824 Jefferson Place, NW
Washington, DC 200036

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____ Weekly Real Estate Report

____ Office Building Directory

____ Apartment Building Directory

____ Assessment Directory--Additional Copies

____ Zoning Map

____ Historic Preservation Map

____ LUSKNET--Online Real Estate Information

Company Name

By

Position

Street Address

City State Zip

Telephone#

Rufus S. Lusk, Jr., *President*
Rufus S. Lusk III, *Executive Vice-President*
James H. Malloy, Jr., *Senior Vice-President*

Raoul P. Seré, *Vice-President*
Hyland P. Stewart, III, *Vice-President*
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June 17, 1985

FOR IMMEDIATE RELEASE

Contact: Rufus S. Lusk, III

LUSK REPORTS ON 1985 D.C. FIRST QUARTER REAL ESTATE SALES AND FINANCINGS

Rufus S. Lusk & Son, Inc., the Washington based real estate publishing and information services firm, is pleased to announce the publication of its First Quarter, 1985 District of Columbia Real Estate Directory, which reports all recorded real estate transactions and financings during this period, as abstracted from the official public records.

TOTAL DOLLAR VOLUME OF ALL D.C. SALES HITS $447 MILLION - UP 17% FROM 1984

In all there were 1,953 recorded real estate sales in the first quarter, totalling $447 million. This was up 17% in dollar volume from 1984's $382 million.

Residential single-family house sales totalled 1,071 at an average of $122,371, while condominiums totalled 412 for an average price of $89,803.

Together single-family houses and condos accounted for $168 million in sales, while commercial transactions comprised $279 million in sales.

Of the commercial sales, there were 134 office-industrial-special purpose properties totalling $236 million; 1 hotel for 1.5 million; 296 multi-family properties for $40 million; and 39 vacant land sales for $3 million.

Long Island—Baltimore—Annapolis—Washington—Richmond—New Orleans

MORTGAGE LENDING HITS $746 MILLION, UP 17% FROM 1984!

Reflecting the continuing strength of the commercial market, the total dollar volume of all mortgages (including refinancings, construction loans, second trusts, etc.) rose from $638 million in 1984 to $746 million in 1985, even though the actual number of loans declined 19% from 3,584 to 2,898.

Of these, there were 306 FHA loans averaging $93,523 and 69 VA loans averaging $81,145.

ROCKEFELLER BUYS "THE ROCKS" FOR $6,600,000 - MOST EXPENSIVE RESIDENTIAL SALE EVER IN DC!

These were the top ten 1st quarter single-family house sales:

	ADDRESS	NEIGHBORHOOD	PRICE
1)	1940 Shepherd St., NW Mona B. Gaillard to Sen. John D. Rockefeller IV	Crestwood	$ 6,600,000
2)	2860 Woodland Dr., NW True Davis to Mr. & Mrs. Perry O. Barber, Jr.	Mass. Ave. Hgts.	$ 2,500,000
3)	2929 Mass. Ave., NW New York Land Co. to Mr. & Mrs. Robert P. Kogod	Mass. Ave. Hgts.	$ 2,120,000
4)	2511 Mass. Ave., NW J. Starr to Edwin K. Hoffman	Kalorama	$ 1,250,000
5)	5111 Lowell La., NW Mr. & Mrs. H. L. Jobe and others to Mona B. Gaillard	Spring Valley	$ 975,000
6)	3200 Woodland Dr., NW J. E. Matthews, II to Kingdom of Swaziland	Mass. Ave. Hgts.	$ 895,000
7)	1677 - 31st St., NW I. D. Hilowe to Mr. & Mrs. Richard S. Beatty	Georgetown	$ 800,000
8)	2726 Chain Bridge Rd., NW Mr. & Mrs. M. B. Seawell to Mr. & Mrs. Nabil J. Asterbadi	Kent	$ 710,000
9)	2200 - 20th St., NW Hessian, McKasy PA and others to Mr. & Mrs. Chris C. Middendorf	Kalorama	$ 695,000
10)	2405 Tracy Pl., NW Mr. & Mrs. R.D. Royal to Mr. & Mrs. Paul W. Killian	Kalorama	$ 675,000

MASSACHUSETTS AVENUE HEIGHTS MOST EXPENSIVE AREA IN CITY

These were the ten most expensive neighborhoods in the city in terms of median sale prices of single-family houses during the first quarter:

	NEIGHBORHOOD	# OF SALES	MEDIAN PRICE
1)	Massachusetts Avenue Heights	3	$ 2,120,000
2)	Kalorama	10	$ 485,000
3)	Forest Hills	7	$ 369,500
4)	Spring Valley	7	$ 329,000
5)	Burleith (includes Hillandale)	12	$ 326,000
6)	Wesley Heights	14	$ 277,573
7)	Georgetown	25	$ 255,000
8)	Woodley	4	$ 251,000
9)	Berkeley	10	$ 233,500
10)	Observatory Circle	5	$ 226,000

(Editors note: This report was prepared in minutes utilizing LUSKNET, our revolutionary new online service. LUSKNET allows you to select sales by property class (i.e. single-family residential), neighborhood, date, price, and/or 14 other search fields!

CHESTER A. ARTHUR BUILDING SOLD FOR $37.5 MILLION -
TOP COMMERCIAL TRANSACTION FOR QUARTER

These were the top ten commercial transactions for the quarter:

	ADDRESS	PRICE	(MORTGAGE)
1)	425 Eye St., NW Nswomij Int. IBV, Inc., and others to 425 Assoc. L.P.	$37,500,000	($20,500,000 Bk of New England) ($13,130,000 Merritt Commercial S&L)

(Chester A. Arthur Office Building, built in 1973, with a gross building area of 487,277 square feet or 7 floors.)

	ADDRESS	PRICE	(MORTGAGE)
2)	1201 Connecticut Ave., NW Longfellow Bldg. Assoc. to Baput-DC L.P. (Longfellow Office Building on northeast corner of Connecticut and R.I. Aves., built in 1941 and renovated in 1977, a gross building area of 199,231 square feet or 12 floors.)	$30,191,787	($14,841,787 Seller)
3)	1216 F St., NW Morton's, Inc. to Square 290 L.P. (23,621 square feet parcel sold at $833 a foot, part of Gerald Hines assemblage of square 290.)	$19,679,175	(all cash)
4)	1435 G St., NW Perpetual American Bank to Washington Bldg., L.P. (the Washington Building between New York Ave. and G St., on the east side of 15th St., was built in 1934, renovated in 1968, and is currently being renovated again. Prior to renovation it had a gross building area of 224,238 square feet or 10 floors.)	$13,751,678	(all cash)
5)	1328-48 Florida Ave., NW JNC Enterprises to Shaw Development (Old Manhattan Laundry and other properties.)	$12,500,000	($12,500,000 Shaw Coalition)
6)	3333 Wisconsin Ave., NW Wisconsin Ave. Nursing Home to Beverly Enterprises (Beverly, the largest nursing home company in the country, has been in a bitter union organizing fight over the past year, and this nursing home recently received some most unfavorable coverage in the Post.)	$12,000,000	(all cash)
7)	722-34 - 10th St., NW Woodward & Lothrop, Inc. to Square 345 L.P. (This transaction went through on January 1st. In March Perpetual closed on two other loans secured by this property--one for $68.5 million, the other for $34.5 million. Editor's note: The Lusk Service in D.C. reports not only mortgages made at the time of sale, but also all construction loans, refinancings, and second trusts. Furthermore, utilizing LUSKNET one can see at a glance all activity in a given square over the past 2½ years, and in square 345 it's a complex and fascinating story!)	$11,000,000	($24,500,000 Perp. Am. Bk.)
8)	1511 K St., NW Common Retire. Fund to K St. Olympia & York L.P. (This sale involved the land only, at $308 per square foot, under the Investment Building, which was built in 1929, renovated in 1963, and has a gross building area of 316,102 square feet.)	$10,000,000	(all cash)
9)	1250 Eye St., NW Conn. Gen. LIC to 1250 Eye St. Assocs. (new office building, built in 1982, gross building area of 253,824; sale of land only, 18,638 square feet, $482 a square foot.)	$ 8,975,000	($22,000,000 Bank of NY)

	ADDRESS	PRICE	(MORTGAGE)
10)	400 - 6th St., SW	$ 8,555,115	($9,000,000 NBW)

R.J. Coffey and others, Trs. to 400 - 6th St., SW Assoc. L.P. (The Donohoe Bldg., constructed in 1966, with a gross building area of 201,561 square feet; major tenant: Drug Enforcement Agency.)

(Editor's Note: The information on the six office buildings in the top ten list was obtained from Lusk's 1985 D.C. Office Building Directory.)

COLONIAL MORTGAGE SERVICE CORP. IS LEADING LENDER

These were the top ten lenders for first trusts at the time of sale during the quarter (based on the number of loans originated and including residential and commercial):

	LENDER	TOTAL LOANS	% MKT. SHARE	TOTAL $ VOL	% MKT. SHARE
1)	Colonial Mtge. Svc. Corp.	111	7.5%	$ 6.7 million	2.5%
2)	Perpetual American Bank	70	4.7%	$33.0 million	12.5%
3)	Independence FSB	67	4.5%	$ 4.0 million	1.5%
4)	United Mortgagee	52	3.5%	$ 3.9 million	1.5%
5)	1st Wash. Mtg.	49	3.3%	$ 5.6 million	2.1%
6)	Guaranty Mtg.	41	2.8%	$ 3.3 million	1.3%
7)	Capital City FSL	34	2.3%	$ 4.6 million	1.8%
8)	Inter-City Mtg.	33	2.2%	$ 1.8 million	.7%
9)	Brokers Mtg.	32	2.2%	$ 2.2 million	.8%
10)	NBW	30	2.0%	$14.8 million	5.6%
10)	Centralfed MC	30	2.0%	$ 2.6 million	1.0%

While Colonial was the leading lender by far, none of their loans was for over $150,000, and they included 36 FHAs and 7 VAs. Perpetual American, which dwarfed all of these lenders in terms of total dollar volume, made no FHA or VA loans, had 14 loans ranging from $150,000 to $500,000, and one for $24.5 million!

SELLER FINANCING LEADING SOURCE OF MORTGAGE MONEY

Leading all institutional lenders as a source of mortgage money was the ubiquitous seller take-back which accounted for altogether 226 first trusts totalling $36 million. This figure comprised 15% of all first trusts placed at the time of sale.

Seller financing was even more dominant for second trusts placed at time of sale where it accounted for over 37% of all second trusts placed during the quarter (65 of 174) and equalled $5 million.

GERALD HINES ASSEMBLES SQUARE 290

One of the most formidable developers in America, Gerald Hines from Texas, has now completed the land acquisition of his new site, zoned C4 with a 10.0 FAR, in square 290, on the southwest corner of 13th and F Sts., NW. In five transactions which all settled in January, the Hines' Interests purchased parcels of 3,854; 4,564; 5,107; 5,602; and 23,621 square feet at prices of $780, $555, $783, $714, and $833 respectively, totalling $33,218,768. The major purchase was the parcel with Morton's Dept. Store at 1220 F St.

The Hines' Interests has broken ground on 555 - 13th St., NW which promises to be a spectacular new additon to the old downtown area. I. M. Pei, who designed the new East Wing of the National Gallery, is the architect for the 500,000 square foot building, and the law firm of Hogan & Hartson has already committed itself to taking 230,000 square feet. This is one of the most expensive assemblages in DC real estate history!

LUSK ANNOUNCEMENTS

LUSKNET, offering online access to sales from January 1983 to the present with weekly updates, is now officially available for DC and Montgomery County.

The following is excerpted from a front page article about LUSKNET which appeared in The Daily Record, a Baltimore business and real estate publication, on April 12th of this year:

"Developers, too, are finding the Lusknet service useful, Jayne Shister, a project manager in the acquisitions department of the Oliver T. Carr Company in Washington, D.C., told The Daily Record that the database is 'very useful when we're trying to get an idea of the market value of a site.' By using the computer to compile all of the information about annual sales of blocks of downtown Washington real estate, a task which formerly took Shister six or more hours to do now takes 'only a few minutes.'"

An article will also be appearing in the July issue of Regardie's

LUSKNET

ONLINE REAL ESTATE INFORMATION

> ***"In the coming Information Society, those organizations which can access and effectively utilize data will dominate their markets...***
>
> **-ALVIN TOFFLER"**

For your next market analysis or listing presentation, make sure you have ***all the comparables***, with their ***recorded sales prices***, and the ***complete financing story***. After all, your success depends on market knowledge and rapid response. With LUSKNET, you will know more, and know it immediately.

RUFUS S. LUSK & SON, INC.
THE LUSK BUILDING
1824 JEFFERSON PLACE, NW
WASHINGTON, DC 20036 202/331-9696

3479

about the Lusk Company, and, in particular, LUSKNET.

LUSK COMPLEMENTS D.C. MLS

For residential real estate people the MLS system has offered great efficiencies and is certainly an outstanding tool. However, since the DC-MLS includes only sales by its member firms in the MLS "sold" file, it is an incomplete source of total information on recorded sales.

Here are the DC-MLS reported sales for the first quarter of 1985 compared to the Lusk sales abstracted from the recorded papers:

DC-MLS 1st Quarter, 1985 Residential Sales = 331
LUSK " " " " " = 1,071
Difference = 740
DC-MLS Sales as % of Total = 31%

DC-MLS 1st Quarter, 1985 Condominium Sales = 142
LUSK " " " " " = 412
Difference = 270
DC-MLS Sales as % of Total = 34%

While we fully support MLS as an essential part of the residential real estate business, we think it is important to see how the Lusk data complements MLS.

(PLEASE TURN OVER)

RUFUS S. LUSK & SON, INC.
Attn: Mr. James H. Molloy, Jr.,
Senior Vice-President
The Lusk Building
1824 Jefferson Place, NW
Washington, DC 20036

Please contact me with further information on the following Lusk D.C. Products and Services:

______ Directory Service (includes Annual Assessment Directory)

______ Weekly Real Estate Report

______ Office Building Directory

______ Apartment Building Directory

______ Assessment Directory--Additional Copies

______ Zoning Map

______ Historic Preservation Map

______ LUSKNET--Online Real Estate Information

____
Company Name

____
By

____
Position

____
Street Address

____
City State Zip

____
Telephone#

DCPR-06/85

Good afternoon Chairman Spaulding and members of city council. I am Eric Winer and this is Perry Soares. We are Metropolitan Police Officers from the Fourth and Third Districts respectfully. We are here today to discuss the residency issue affecting District of Columbia employees hired after January 1, 1980.

We have compiled data that will deal with key issues of residency in the city.

The first information we have is, as you may note on our first tow graphs in your information booklets in section J ~~Districts~~ steadily declining population over the past 15 years. The City is rapidly loosing residents as the unemployment rate rises as you will see on the second graph. We have especially noted that years 1979 to 1984 since the residency law began in 1980. This contract between population versus unemployment indicates that the one of the main purposes of establishing a residency requirement, to give D.C. jobs to D.C. residents, has not been met.

Next we have researched the residence of all MPD officers that have been hired after June 1, 1980 and divided them up by Wards, the total officers listed comes to 563. We have not included 46 officers for which we had not data for 15 officers that the resigned for other law enforcement position and 58 officer that are in the academy. This total 682 officers.

In conjunction with the chart, we have placed blue pin on this map of the city at each of the 563 officers residence. This shows a heavy concentration of officers in certain geographical, as well as economical areas of the city.

The concentration of officers indicate the difficulties experienced by officer required to live in the city by troubled financial burdens and the unavailability of affordable housing for families. Even though it may appear that other officers are spread out over the city, in actuality, the residential living area is very limited for persons and families in our financial bracket.

As you can see, in this map made by the Planning & Development, the city is severely limited to the amount of actual residential area per square mile. The blue represents federal properties, the pink is industrial, red is business, green is parkland, and finally is the tan yellows for residential.

Our next data chart refers to the actual land usage, per square mile, for the City. This information was gathered from the D.C. Office of Planning & Developments data processing division.

As you can see the main aspect of this pie chart focuses on the 16.36 square miles of residential property in the City. When we compare this small area with the City's population of 638,000.00. This place a density of 38,997 resident per square mile. This extremely dense population limits the availability of housing enormously.

The final point that we would like to show is on our Bordening Jurisdiction chart. This information deals with local metropolitan area Police Departments and their mileage requirements.

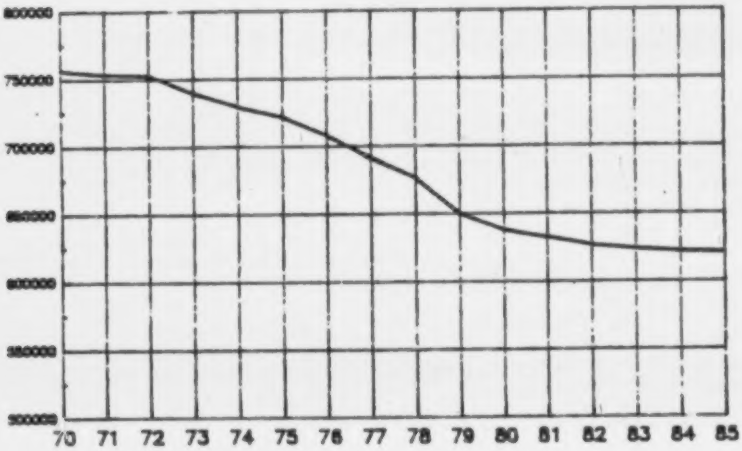
The District requires its police officer to reside within approximately 63 square miles. Alexandria City allow their officers live within 50 miles of the City's limits. Fairfax County allows their officers to live in the entire state of Virginia, and Prince Georges County allows officers to live within forty miles of the intersection of Pennsylvania Ave. and Route 495.

The remaining departments have no residency or mileage requirement at all. This includes other Federal jurisdictions within the District of Columbia, such as the U.S. Capitol Police, U.S. Secret Service(Uniform Division) and the U.S. Park Police.

Eric Winer
Eric Winer

Perry M Soares
Perry Soares

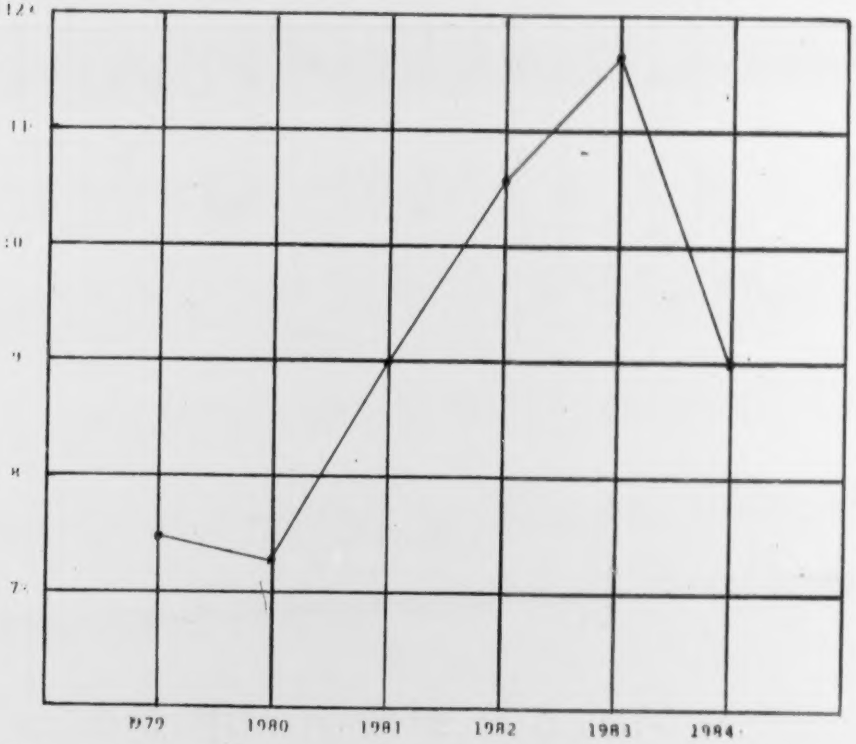
DISTRICT POPULATION: 1970 TO 1985



Source:1985 Annual Planning Report-D.C. Department Of Employment Services

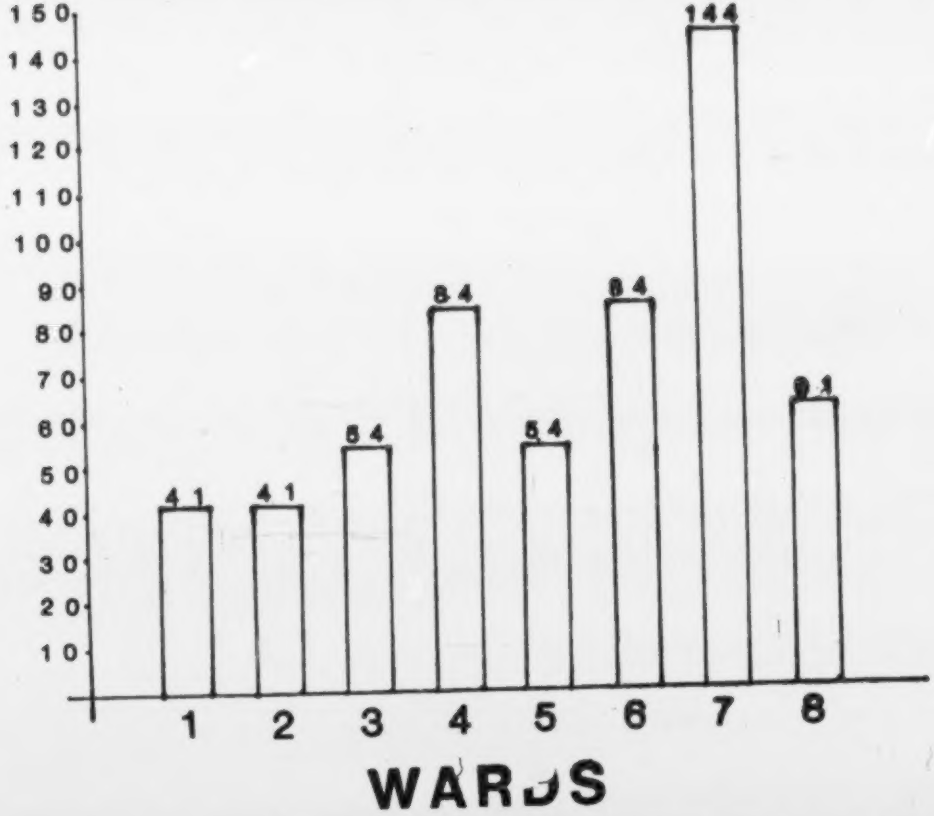
UNEMPLOYMENT RATE FOR THE DISTRICT OF COLUMBIA

1979 - 1984

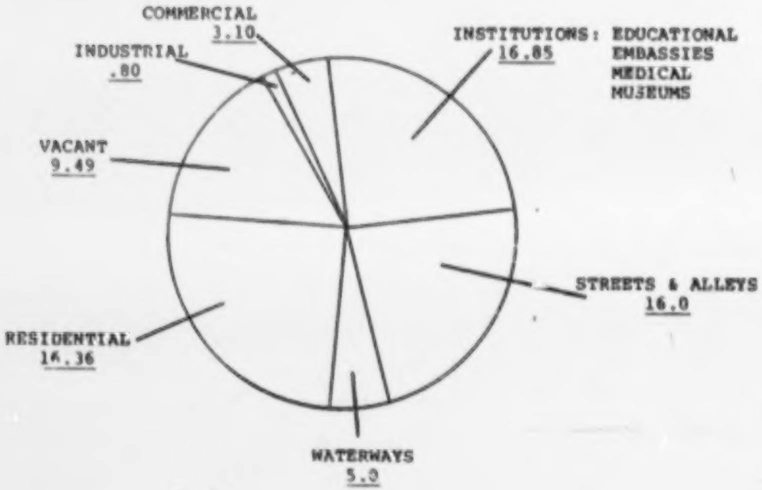


Source: 1985 Annual Planning Report of the D.C. D[illegible]tment of Employment Services

MPD OFFICERS HIRED AFTER 1-1-80 RESIDING IN THE DISTRICT

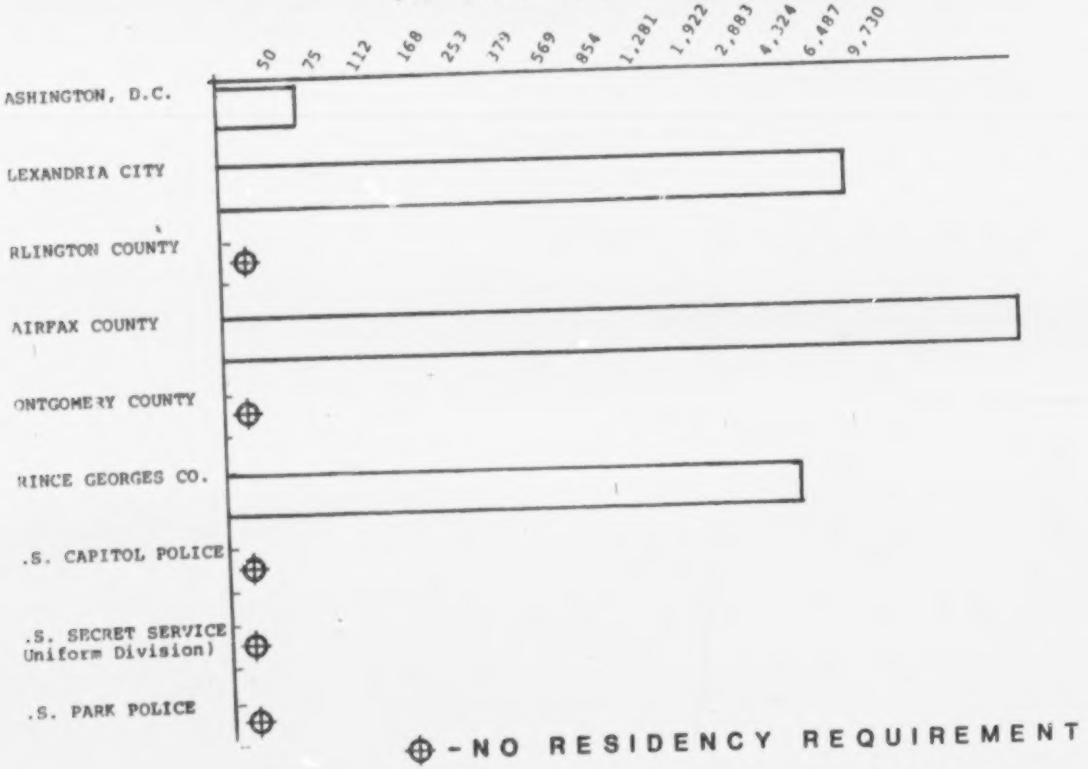


D.C. LAND USE IN SQUARE MILES



SOURCE: THE DISTRICT OF COLUMBIA OFFICE OF PLANNING AND DEVELOPMENT

D.C. BORDERING JURISDICTIONS
IN SQUARE MILES



Officer Forbes, Charles Maurice Jr.
1st District Headquarters, Badge #3187
Date of Entry to Department 12/28/81

Biographical - Born - 8/30/53; Place of Birth - Brooklyn, N.Y.
Graduated - Pantego High School, Pantego, N.C. 27860
Attended - Winston Salem State University; Northern Virginia Community College, American University; University of D.C.
Total Credits - 91 hours = 3 years college

Military - U.S. Marine Corps, 1972 - 1976; awarded - U.S. Marine Corps Good Conduct Medal, Viet Nam Campaign Ribbon, National Defense Medal
U.S. Army Reserve - 1977 -1983, Commissioned as Second Lieutenant, Military Police Corps; Awarded - Army Achievement Medal; Armed Forces Reserve Medal

Employment History:

1976-7, GSA Police - V.A. Hospital, St Albans, N.Y.

1977-8, Correctional Officer, D.C. Department of Corrections, D.C. Jail

1978-1980, Police Officer, Alexandria Police Department Alexandria, VA.

1980-1981, Physical Security Supervisor, TRW Defense Systems, McLean, VA

1981 - present, Police Officer, D.C. Metropolitan Police, First District Headquarters.

Address Since Joining MPDC

a) 4215 1st Street, SE, Apt #204 - from 3/82 - 8/83
b) 1548 41st Street, SE - from 8/83 - 8/85
c) 2933 W Street, SE - From - 8/85 - present

Incidents at 4215 1st Street, SE

1.) On 7/4/82, I had an armed confrontation with an intoxicated B/M who was firing a shot gun at Street lights while standing in the doorway of my apartment building.

2.) In, 9/82, my nephew had a front tooth knocked out by a group of Juvenile B/M's after saying to them "My uncle's a Police officer, if your bother me will report it" I then followed these juveniles home and stood in the doorway of the ring leader's house until 7-D officers arrived. The suspect was released on a PD-379 Contact and the school took no action.

3.) In November 1982, my 12 years old daughter was forced into an empty basement laundry room by an 11 year old and 12 year old B/M's who stated "Let's fuck the Police daughter. My daughter managed to escape due to her screaming attracting a group of by-standers.

4.) During the school year, my kid were in numerous fights and assaults because they were considered "snitches"

Incidents at 1548 41st Street S.E., 9/83 - 9/83

1.) My 13 year old son was assaulted and chased home for several consecutive days by B/M juveniles who sold drugs at the local community center. The reason was because of a number of arrest had been made by police, using information provided by an anonymous caller, that caller was me and these juveniles somehow knew it.

2.) In April 84, my son reported to me that a local B/M juvenile was driving a stolen car, he made the mistake of pointing to the car as the youth drove by. I subsequently reported same to 6-D Police and the following day an arrest was made. My son was then labeled a snitch and told not to come up to the recreation center.

Later during the month I stopped at the Recreation Center to pick up my daughter (who had not been affected), while waiting for her I was challenged by 3 youths. These youths yelled "Ollere", which is a slang for Roller meaning police, as I approached. One of the 3 youths then blocked my path and I had to physically force my way through them to enter the recreation center. As I left, they hurled insults and curses at me and my kids.

3.) In June 84, my son was the victim of a Robbery/fear while returning from a school sponsored trip.

4.) In 10.84, my large front window was shattered by a thrown beer bottle. The vandal who threw it reportedly yelled. "Thank you officer Forbes." The window shattered showering my 6 year old son with large glass sheds as he slept on a nearby sofa.

5) During the course of two school years, my oldest kids slipped in grades from B averages to C - 1 D averages because kids kept bothering him.

5.) In June 85, I ran into a defendant in a former case of mine who pointed his finger at me as of firing a gun and said "remember me. Unfortunately I didn't remember until too late.

Overall Effects of Living in D.C.

First and foremost, my kids suffered physicals abuse and fear of retribution from local kids; academically their school grades became impaired.

Numerous marital arguments were precipitated the fact that my wife disliked living in S.E. Washington, after having lived in suburban Virginia. On three occasion she threatened to leave me, and once she did and I had to go to New York City to retrieve her.

On 7/9/85, I submitted my resignation with the intent to resettle in Raleigh, N.C. and work for the Raleigh Police Department $6,500 less money. I withdrew the resignation because of my overwhelming desire to remain an MPDC officer. However to place my wife I had to agreed leave current application with the Prince George's County Police Department and Arlington County Police Department, seeking escape from the residency requirement.

Respectfully submitted,
Charles M. Forbes Jr.
Charles M. Forbes Jr.

In December of 1980, I was appointed to the Metropolitan Police Department under the provisions of the Comprehensive Merit Personnel Act of 1978. At the time of the commencement of my employment, I made a promise that then seemed to be a reasonable one; to live in the District of Columbia for the duration of my employment as a police officer in the District of Columbia. At that time I had no idea the future ramifications of this promise. I had lived in the City before, as a student, but without the added around the clock duties and responsibilities of being a law enforcement officer in this jurisdiction.

I first tried to live as I was accustomed to; in a group house with some college student friends at 1239 Monroe Street, Northeast, renting at this address for several months in 1981 at $200 per month. During August of 1981, the house was burglarized by a youth who cut a screen of an open window while my roommate was in the basement watching television. Several items of my police equipment, which was D.C. Government property, were taken from the house and ultimately had to be replaced at my expense. Detectives from the Fifth District developed a suspect, but there were no arrests. After this discouraging experience, I decided that this housing situation was headed for problems. I looked elsewhere for suitable housing and found a Catholic University professor who owned a house at 1308 Perry Street, Northeast, who planned a teaching sabbatical in Europe for the first six months of 1982. He agreed to let me live in his house at a low rent in exchange for my "house sitting" the property. On 1-12-82, the day that he left for Europe his front door was kicked in while I was at work. The house was ransacked and all of my food and clothes were stolen, not to mention some valuables that belonged to the home. I tried to burglar proof the house, adding locks and bars, but in May of 1982 there was a second break in. This time through a window. I lived in fear and got very little sleep for the remainder of my stay on Perry Street. Both of these police report are on file at the Fifth District.

I then decided that it was fruitless to try to economize as I had been doing in living at the homes of friends, and in June of 1982, I moved into a garden apartment with barred windows on Naylor Road in Southeast Washington. I lived at 2804 Naylor Road for two years and was continually victimized. Once my car was broken into and ransacked; on another occasion, anti police graffiti was painted on my front door; and, my mailbox was broken into twice. Some of my clothes were stolen out of a coin operated dryer. But worse than being a victim of crime was the off-duty stress I felt because I had the added problem of being assigned to a patrol area in which I lived. I use to run into people while I was shopping off-duty, who I had arrested. One such person caused a scene in the Naylor Road Safeway picking up a steak and proclaiming in front of several shoppers, "I'm paying for it officer!" Other persons, trying to be helpful, would visit my home in the afternoon, bringing tips and police information to me. I would try to be gracious, but its not always easy to be pleasant to visitors while working midnights and trying to get uninterrupted sleep.

In the summer of 1984, I moved into a more comfortable situation into a high-rise rental apartment in upper Northwest. In July 1984, I married; the second income allowed us to afford such a move. We have been fortunate in that there has not been any serious theft or vandalism, however, the adjustment to city living has been difficult for my new wife. For instance, there was a man on a metrobus who exposed himself to my wife while she was Christmas shopping downtown. And there was my last birthday, where, what was supposed to be a quiet evening at a neighborhood movie, became a terrible evening with my wife being assaulted in the theatre, or there was just last Sunday when, while we were house hunting on Blair Road, N.W., we were the victims of a hit and run accident.

My wife and I are expecting our first child this fall, and matters concerning housing are not encouraging. Effectively, my entire family is subject to the residency requirement and to my particular problems of simultaneously residing and being a police officer in this small City.

As a police officer, I have distinguished record, receiving commendations and decorations for failing all types of criminals and even for saving a child's life. To be an effective law enforcement officer is a dream which I hold very dear, but not so dear that I will allow it to interfere with my personal life.

For 4 1/2 years, I have made a diligent effort to make the residency requirement work for me; but I re-emphasize that family and peace of mind are my first priorities. Unless there is some workable amendment to the residency requirement, I must go the way of so many others who have gone to other police departments where, in employment, they have freedom to choose where they want to live and raise their families.

SUBMITTED BY: Stephen J. Porreco
STEPHEN J. PORRECO

I am a divorced male, 30 years old, with two children (who live with their mother in Arlington, VA). I have been a police officer with MPD for almost 3 years. It is one of the requirements of my employment that I live in the city. Due to my financial situation I choose to live near when I work. This saves me both gas and time, along with not having to worrying about getting to work in the snow. My home is also located so that I have easy access to my kids. It is within the boundaries of the 3rd District. For the money I spend I could have a nice apartment in Virginia, but instead I settle for a room in a boarding house.

Chapter 2. 1:4 of the Metropolitan Police Manual states the members of the force are always on duty and are always required to respond to calls for help from civiliansand to take proper police action in any matter coming to their attention. Section 4, Code #143 of the D.C. Code makes it a statutory misdemeanor of the United States if an officer fails to take action for crime committed in his presence. It is well known in my neighborhood that I am a police officer. It is also well known that I am proud of my job and take it seriously. People often ask me for help and or advice, and I take the proper action as required. I have made several off duty arrests, and I have been injured in making those arrests.

My first off duty arrest was on Sunday 1, 1985 I was walking down the street near my house when I observed a man coming out of a restaurant. I recognized him as a man for whom I had a "John Doe" warrant, and I had been looking for him for several months. Because of the nature of the warrant, it was required that I be present during his arrest. As I was on a pay phone calling 911 for assistance, the man spotted me, turned and began to flee. I took action and place him under arrest myself, and recovered a large butcher knife from his belt. I have recovered other weapons while I was in plain clothes and walking down the street.

Once while in a restaurant, a intoxicated man entered and began to cause a disturbance. After repeatedily attempting to get him to leave, the manager, knowing I am a police officer, requested my help. I identified myself to the men, and explained that he would have to go home. The man was very cooperative and agreed. We walked outside together and he attempted to re-enter. I again explained that he should go home and when I turned to re-enter, I was jumped by two of his friends. I was beaten severely about the face and body, and kicked several times in the groin. The only thing that saved me was the fact that I carried my revolver as required and I was finally able to draw it. Despite the fact that I was acting as a police officer and identified my self several times and such, there was a reluctance to charge the subject with APO, with the statement made that I was "off duty" and should not have gotten involved. Two of the subjects have since plead guilty and the third is presently in trial. I was sent to the hospital as a result of my injuries, and I am presently having trouble concerning the payment of my medical bills, the city contending that I was off duty at the time.

I was once advised that it had been discussed in a staff meeting that members of the department should not frequent restaurants or businesses located within their district. I live in my district, and I do not intend to drive out of the city just to go to a restaurant. I do pose limitations on myself. Since I am required to carry my gun at all times while in the city, I have no intentions of being the least bit intoxicated and be put in the position where I had to use it. The night that I was assaulted, I had only coffee, but my drinking habits were of major concern during the trial.

Once I was walking down the street, "off duty", when a man who know me as an officer came running up shouting "Mr. Police Officer, that man has a gun!" and pointing to a man about ten feet from me. It turned out that the man had only threatened the first man, and stated that he had a gun. He had all the advantage if he decided to use it rather than be arrested, What if I had been placed on limited contact duty due to an injury and had my badge and gun taken away until I recovered, or what if kids had been with me and the man did have a gun.

I don't like my kids to visit me for that reason. Once we were walking to a restaurant for dinner when they had come for a weekend visit and I was approached by a local junkie who I had used in the past as an informant. We have had problems between us in the past, and I had locked him up several times. My kids look too much like me for anyone to not know who they are. Though no incident occurred, it was obvious that the junkie knew that he had me at a disadvantage.

I used to keep my motorcycle parked near my house. Most motorcycles in the neighborhood are left alone. Mine was singled out for vandalism. The seat had been spit on several time, parts stolen, the body damaged. The bike became unsafe to ride, and I had to sell it.

I am proud to be a police officer in what I consider to be one of the finest departments in the country. I enjoy my work, and have received several awards for my accomplishments, including a letter of commendation on Award for Exceptional Performance and and Award for Outstanding Performance. I will continue to perform the best job that I can, but I do not feel that the requirement that I live within the city does anything to increase my efficiency If anything, it adds stress and hardship to an already difficult job, and discourages good people from applying to and staying with the department.

Jim Trainum

I am Officer Yong H. Ahn. This letter is regarding the residency requirement and difficulties and problems that I have been dealing with. I was a deputy sheriff in Arlington County, Virginia, when I decided to come to Washington D.C. My wife didn't like the idea at all, but I love big cities and bigger departments and since lots of Korean people have business in the city, there is a demand for Korean speaking officers. Unfortunately, I only had 180 days to move into the city. By that time I was settled partially with my wife. We started to look around for an apartment, due to the fact all the decent housing in the District has much higher monthly payments than Virginia. We estimated, the monthly payment run $500.00 to $1000.00 for one to two bedrooms in N.W. area. Additionally, most of them required 2 to 3 months on a waiting list. My time was running out, so I hurried and brought a house in N.E. to meet the deadline date. This is my first house and I haven't had knowledge or understanding of buying houses. The house was inspected by an FAA inspector but there is lots of dissatisfaction remaining as far as the house's conditions are concerned. After I moved into my house, just to maintain living conditions cost me approximately $4000.00 cash. Refrigerator, dishwasher, sink, floor, window, all these are either replaced or fixed. I am currently taking legal action to the house inspector. My saving money is gone and I am continuouosly helped by my parents. My wife and myself have to work overtime to pay mortgage and all the bills. Worst comes worst, first day we moved into my house someone through a rock to my front window. The result was painful. As my wife got hysterical and faced harassment from the neighbors because I'm a police officer in District. My daughter who is only 2 years old changed babysitter to preschool in D.C. which cost much money for us and less service. She had the babysitter ever since she was born.

My wife and I get in more arguments because of this residency rule. She mentioned several times that she wants to go to Virginia where her family lives and separate from me. I don't think it is fair for all of us to suffer just because we are police officers in the District.

SUBMITTED BY: Yong H. Ahn
YONG H. AHN

Declared in full force on December 15, 1791, was the Bill of Rights; of the United States and so states; "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech or of the press; or the right of the people peaceably to assemble and to petition the government for a redress of grievances." It is with this right I address each of you here this day in an effort to express my grievances with reference to D.C. Code 1-608.1 "Residency Provisions of Law."

Effective January 1st, 1980, D.C. Code 1.608.1 became a District Law which states:

> "Any person other than an incumbent employee who applies for a position in the career services and who accepts appointment or is hired to fill a position in that service shall become a bona fide resident of the District of Columbia within 180 days of the effective date of such appointment, and shall maintain such residence for the duration of the employment. Failure to become a District resident, or to maintain District residency, shall result in forfeiture of the position to which said person has been appointed.

However, the paragraph continues by stating this law shall not apply to any employee of the District of Columbia Government who is:

A. In a top financial management position
B. A data processor
C. Works outside the geographical bounds of D.C.
D. Who works in hard to fill positions;
(i.e. doctors, nurses and therapists.)

at this point, I desire to express my experiences with respect to stated District Law, and the effect it has had on myself and my family.

On August 31, 1984, at the age of thirty, I graduated from the Metropolitan Police Academy. Shortly thereafter I married a newly appointed police officer of the Sixth District. Within the required 180 days, we obtained a year's lease and moved into an apartment in the S.E. area. With respect to District Law, We also registered our new car, installed a telephone, acquired D.C. driver's permits and became registered voters. We then found ourselves busy raising and caring for the girls, ages 14 and 4. Our 14 year old was registered in a District Public High School and we pursued our careers with enthusiasm despite shift work and different days off. Feeling on top of the world, we never dreamed it could and would come crashing down around us.

During the following five months the nightmare ensued. Without any previous debts, we still found ourselves unable to afford anything more than a small apartment in S.E.; and so the following experiences and pressures engulfed our marriage and all our lives. The management of our apartment complex stated they could not prevent us from renting the apartment, nor could they refuse to rent to us because we had children, but they insisted that we not tell anyone with children about the apartments.

Later on they demonstrated that they could make life there ~~very~~ nearly unbearable.

Due to the surrounding area of our apartment, we were unable to let the children play outside without constant supervision. This belief was surely reinforced by the computer printout totaling four pages in length of all recently reported crimes in a two block radius of our apartment. As a result, the youngest child was unable to play outdoors or to make friends. She quicklytransended from a happy, outgoing little person, to a depressed, irritable child. It was a stressful situation for all of us.

> "There were a lot of pressures that neither
> of us realized on that day of August 31,1984
> which would eventually give way to a
> complete change of personalities."

Each time we left our apartment, we were required by Department regulations to carry our identification folders and service revolvers.Therefore, we soon realized that when your serving the City, County or State in a stressful occupation, the last thing one wants to think about when they leave work is their job.

But, with a loaded revolver at your side, you always feel on duty. No matter where we went in and about the city for whatever reason, shopping, movie or simply on a date, the pressure becomes overwhelming. We soon learned to spend all our off-duty hours in neighboring Maryland or Virginia. The freedom of spending some stress-free time as Joe Citizen soon proved to be worth the money and time spent. However, racing over to neighboring areas is not always possible, as was our case last October, 1984. Late one evening, we decided to enjoy some McDonald's cooking for dinner. I took my little one and headed down the street.

As my daughter and I were standing in line, across from us stood a man in another line who was staring at us. He then began talking to me. He kept repeating, "Hey, I know you- I know you!" Each time his voice became louder and more forceful. At first I didn't recognize him. Then it came back to me-one of my first days on the street. I was one of the uniform officers called to assist a plainclothes officer in an arrest. Many questions quickly flooded my mind; Why is he out? Did they let him go? Is his past anger being directed at me? Is he sane? Is he armed? How should I handle this? About that time I heard him say, as if speaking to everyone in the building, "Yes, that's the fucking cop who locked me up and...." My daughter must have sensed trouble, she started crawling up into my arms. It was at that moment I felt helpless- no uniform for identity,no police radio to call for back up, not even a telephone to call 911, just a cold service revolver at my side and a small child in my arms. I returned home empty handed and angry. As an officer of the Metropolitan Police Department, I believe that I can handle the fact that my life will always be in constant jeopardy with certain increased odds while working and living in the District, but what I'm not sure I can deal with is the fact that my children will also be at risk. I often ask myself "What kind of Government is it that is so concerned by financial and political affairs that it is openly willing to put at risk the lives of innocent people. Innocent people being the husbands, wives, children, babies, parents and friends of police officers." Now we all know that these people who are family or friends of police officers are not required to live or associate with police officers in this city, but it is realistic to think of such a thing. Police officers frequently have to deal with threats and that's expected. For example, a man who was recently disarmed, handcuffed, and locked up, threatened to cut my heart out if he ever crossed my path again as I walked the streets. The question I ask myself is, "Can I deal with it knowing one day this man and I will meet again, only this time it may not be in the performance of duty. But as I walk home with my child, friend or parents, will I then have to defend not only myself, but others whom I love so desperately, and is it fair to them?" Therefore what every police officer that is required by law to reside in the District must ask of themselves is " What this city government requires of all newly appointed officers worth the risks, or should they, like so many others before, flee to neighboring jurisdictions?" During a recent conversation with a recruiting officer from a neighboring jurisdiction he offered me 5% over whatever my current income was, I replied,"That isof no concern but tell me what is your policy in regard to residency?" He said " Are you asking me if you have to live in the county?" I replied "I'm asking not only do I have to live in the county, but in this state?" He chuckled as he responded "Officer, you can live in Texas for all we care,as long as you show up for duty on time."

It has been my belief that the only thing that might awaken a sleeping city government in reference to the residency problems of police officers required to live in the District is the death of a human being. Now whether that life happens to be that of a police officer or his son or daughter, wife or friend, or even perhaps the law breaking citizen, the end result will be the same; the loss of life. Whoever the victim or victims happen to be will surely be a waste, due to forcing these two elements into the same geographical area. Maybe we think that as this problem arises, we'll deal with it orif we don't think about it, it won't happen. Well think again. It almost did early this year at my residence in S.E. Washington. The life of a young black male who has lost direction and purpose in his life could have been lost and still may end. This young man found enjoyment in harassing my 14 year old daughter. As time went on, the harassment continued, to the point where it not only interfered with her school activity, but in all aspects of her life. So this gave way to physical signs of depression, anxiety, loss of appetite, and weight loss. She finally required hospitalization. ON approximately the third day of her stay, this determined young man made every attempt to locate her, not knowing her exact address. He searched a specific area, and eventually this adventure ended in the apartment directly below us. A young woman , who was alone in her fiance's apartment, (he is also an Metropolitan Police Officer) was assaulted and raped at knife point,while being accused of having a daughter with the same name as my 14 year old. It's my belief that since this young man did not accomplish what he set out to do, he will return. All that needs to take place is for my children and I to return to our apartment, where we currently hold a lease, and he'll return. However, this time Seventh DistrictDetectives will not be investigating a rape, they'll be writing a death report. Then maybe the District government and residents thereof will begin to question their money makingDistrict law. What a price so many of us had to pay with regard to the aforementioned event. The rape victim may never again be the same, her fiancee' felt it necessary to relocate, my daughters' emotional damage cannot be measured, but her physician manages to do so with a bill in excess of 43,000.00, and a strong recommendation that I relocate her to another area. And so there ended, the young happy family of two Metropolitan Police Officers who tried so desperately to meet all of the city governments' requirements, and in fact did so to their own destruction.

On closing I'd like to quote from the Bill of Rights:

> Deriving their own just powers from the
> consent of the governed that when ever any
> form of government becomes destructive
> to these ends, it is the right of the people
> to alter or abolish it.

In the face of much personal tragedy I have endured and have begun to rebuild my life and the lives of my children.
Two days ago, on September 21, 1985 I entered into the bonds of holy matrimony with a strong and loving man who was willingly devoted much of himself to meeting the needs of my family. The children, having been entrusted into his care appear healthy nd happy now. All that lacks is his wife and the mother of the children who by law cannot reside with her husband and children, since they live in Virginia, unless she forfeits her job, My husband cannot support the family alone, even though he has been a member of the Metropolitan police department and city employee for the past 8 years.

SUBMITTED BY: Deborah K. Pendergrass
DEBORAH K. PENDERGRASS

City Council Members:

Since high school my career desire was to be a member of the Metropolitan Police Department. I applied at the minimum age of 21 and met all the requirements. Unfortunately, the hiring freeze of 1980 - 1981 went into effect.

During this delay of my starting in the police academy, the plans and arrangements for my wedding on May 2, 1981 continued. I rented an apartment in Oxon Hill, Maryland, in preparation for the marriage. It was after signing the one year lease, that I was notified by the police department that my starting date was April 6, 1981, and I would be an officer graduating with the first academy class since the hiring freeze had been lifted.

After the one year lease period was over on the apartment, we deferred from moving, as my wife was expecting our first child on August 26, 1982. I received a letter from the Metropolitan Police Department, Internal Affairs Division. The notice stated that I had failed to meet the residency requirement, and as a result I was terminated effective August 6, 1982.

I consulted with the attorney for the Fraternal Order of Police. The letter was rescinded, but it was necessary to move into Washington, D.C.

Due to the considerable amount of strain the move placed on my wife, who was just entering her ninth month of pregnancy, our son was born three (3) weeks prematurely. Thankfully, the baby was strong enough to survive after remaining in the hospital for two weeks.

The apartment we rent is located in Southeast. We cannot afford to live in Georgetown or Northwest, which of course are the more desirable areas in the District of Columbia. As Washington, D.C., is such a small City, there is relatively no middle income housing available. Besides this fact, my wife and I were raised to be very family oriented, and the bonds with our families (both of which live in Prince George's County, Maryland) are very strong.

It is also necessary for us to remain in an area closely located to our parents, because my father has a heart condition, hypertension, diabetes mallets, and requires and operation for hip replacements due to the arthritis and degenerative disease. My mother is physically unable to handle all the demands herself, and, therefore, depends on me, as I am their only son.

My father-in-law is also in very poor health, and it is just a matter of time until we lose him. My wife's mother has a heart condition and degenerative knee disease. The constant anguish of worry over their daughter and baby grandsons (our second son was born July 27, 1983) living in an undesirable area offers no comfort to their health conditions.

I also must mention that no waivers are offered to officers who have family circumstances which are out of their control. No provisions can be made.

The problems which have arisen from my residing and working in the same district are numerous. I am often stopped in our parking lot, or visited in my apartment by citizens who have been robbed, burglarized, cars broken into, etc. They expect assistance and results from me, personally, because I am their neighbor.

We have also been personally harassed. The same people I lock up see me travel through the area with my family. We have been pointed out at stop lights. Our tires have been flattened while parked outside our apartment.

As my wife holds a position at Greater Southeast Community Hospital, which is also located in the same district, she has been recognized at work and harassed. The hospital security officers have had to escort her to her car on occasions because of verbal threats directed against her.

It is necessary for our sons to attend a nursery school in Maryland because adequate and quality child care was impossible to find near our home.

We are socially restricted since our friends are apprehensive to come visiting in the Southeast area. My wife has been virtually cut-off from friends she has had since childhood. We only visit with friends and family at their homes.

Due to all these pressures placed on my wife and me, a six month separation in our marriage resulted in 1984 until February 1985. My wife felt she could no longer deal with the harassment, loneliness and fear for herself and our two babies. She left to reside with her parents. Fortunately, love for me, and the strength of our marriage commitment was stronger than her fears and anxieties, and she and my sons returned to Washington.

Nothing can alleviate my concern that someone will retaliate an arrest by harming my wife or little boys. Because of the area and the fear of retaliation, it is not safe for our boys to play outside the apartment. These restriction are not only unhealthy, but emotionally damaging to the highly energetic stage of toddlers. It has been necessary for us to take our sons for psychological help. Our younger son has head banging fits and uncontrollable behavior. Neurological testing was negative and upon consulting the psychologist, a direct line was made to the restrictive conditions the children are place in. Our elder son has periods of being unusually quite and withdrawn. The conditions of both boys could be remedied quickly if an amount of freedom were available.

It is not my wish, but if the residency requirement is not rescinded, it will be absolutely necessary for me to obtain a position with the Prince George's County Police Department. I must put the physical and mental health of my family above my career desires.

To close, I would like to thank the members of the District of Columbia Council for your time, your attention, and hopefully your consideration for what the residency requirement has cost my family in the past three (3) years.

SUBMITTED BY: Robert Krause
ROBERT KRAUSE

My name is Rhonda Johnson Robinson. I am employed by the Metropolitan Police Department as a police officer, and have been so for three years as of September 27, 1985. I took this job for one simple reason; to help people. I feel that my job is one of the most underrated jobs in this City; but I took it anyway, if only for the self satisfaction. When I was sworn in as a police officer, I was single and had no children. Now as of June 1, 1985, I am not only a police officer but also a married woman. My husband and I are very much in love and want to spend the rest of our lives together. Now we are also looking to the near future to start our family. We want to buy a house. We have come to find that we cannot afford a nice house where we would like to raise our family in the District of Columbia. My husband is not a police officer and is not required to live in the City, but has chosen to do so to be with his wife.

On my own I have moved three times since I've been on the Department.

No one likes to keep moving from place to place because they can not afford the rent, inadequate space, bad neighborhoods, and the list can go on.

My fellow officers and I have our own individual reasons, but we all agree on one thing. We would like to have freedom of choice as to where we will live.

I was personally subjected to residency hearings conducted by the Office of Personnel of the District Government. This became a stressful time in my life. Police officers already deal with an awful amount of stress everyday of our lives, but this was an unnecessary added turmoil. I had been accused of not living in the District and was threatened with termination. Of course I know that I did in fact live in the City and have been doing so since December 1, 1982. So you might think that I had nothing to worry about. Consequently, I knew that this was a serious matter and my career was on the line.

During the same time the residency hearing investigations began, I came to find out that I was pregnant. Well this was to be an exciting time in my life, but I found myself constantly worrying about the outcome of my hearing. Inevitably I suffered from a traumatic miscarriage and lost an important part of myself along with my baby. No, I can't prove it; but I feel that my constant worrying about my job, and whether or not these people were going to let me keep it, definitely had some effect on my physical and mental state. I live in the District of Columbia now and have done so since it has been required of me. I don't want to leave my job for any reason, nor do I ever want to have to decide between my career and a family. This may all sound very personal to you, but that is why we are all here today. Where we are to live should be a personal decision and not one made by the City. We all want to dedicate ourselves totally to our careers and the people of this City. But how are we expected to do so when the City can't do the same for us?

SUBMITTED BY: Rhonda D. Robinson
RHONDA ROBINSON

Good morning Committee Chairman Spaulding and Members of the Committee, my name is officer James Beadel, thank you for the opportunity to testify before you today. I was appointed to the M.P.D. on April 30, 1984, and understood that I had 180 Days to move into the District. I had to move in D.C. By the end of October.

On August 18, 1984, I move into the District at at 2709 30th Street S.E. I also had to have a working phone at my address which was connected on August 19, 1985. In the following 6 months I was engaged, married, the step-father of 2 children, separated, and legal annulment papers filed. My oldest step daughter was the only white female at Anacostia High School. My wife and I began to notice psychological problems with my Step daughter. After being referred to a psychiatrist, my step daughter was admitted to the Psychiatric Institute of Washington. Pending her release the doctors stated that it would be detrimental to her health to return her to the same high school.

On March 18th 1985, I receive a letter from the office of personnel, in Reference to my residency. This letter stated that my reply could be in writing or oral, and that some of the factors to be considered would be:

Home mailing Address of Employee

Voter Registration, if any

Motor vehicle registration, if any

Motor vehicle operators permit, if any

Withholding and Payment of personal income tax

Approximately 2 weeks later I received a second letter from a Winfred Mundle stating that they were changing the rules and requirements. It change from the 5 above factors to include the following.

Lease - Rental agreement for property

Canceled check with address printed on same

Rent receipts

Testimony of Witnesses

Copies of Income tax return certified by D.C.
Department Of Finance Revenue

Utility Bills

This quick change in rules and regulations left me to believe that the D.C. Government was trying to terminate me for no valid reason.

I went to my residency hearing and was informed by Mr. Winfred Mundle that they were deviating from the regulations, they did not have the show any reason or evidence they had against me. It was understood that I was not going to be paid for attending this hearing on my day off. I showed into evidence my lease, and payment record for the apartment a letter from the apartment management, my D.C. Driver license, Phone Bill, Voter Registration and pay stub with D.C. Taxes paid. My statement in closing at the hearing were "I have been a resident here since of August of 1984. I was not married when I moved in. I lived with at the time my future wife, I had a very shot marriage. I also live with two young children.

Because of me being a resident of the District it was a contributing factor to the failure of my marriage including putting the 14 year old child in a mental institution which is all contributing factors to the District of Columbia.

My marriage has failed. I've been a resident of this area since August. I've continued to stay here. This employment to me is very sincere. It is my career for the rest of my working life."

This statement is honestly how I feel, living in the district put added stress on my marriage and my personal life.

After my residency hearing I was told that a letter of proposed final decision of forfeiting of position was filed stating that I had 10 days's to return an appeal to this decision, I complied. To this date, approximately 4 month later, I have heard nothing from the D.C. Government in reference to my residency. I do not know if next week or next year I will have a job. This adds extra stress to my already stressful job.

I have had two incident were MPD officers have stopped me and pulled their guns on me because while I was off duty, I'm required to carry my gun, and MPD Officer thought I was carrying a gun but had no idea that I was also a Police officer. This has made me afraid to shop in the District.

My salary does not allow me to afford to live in some of the better parts of the city. I have friends and family that are afraid to visit me because of living in South East and so close to "the rough part of the city.

In closing, I know no other way to express my feelings on the residency, than I love my job, I love what I do, I just don't like living in the City. I can't see myself living in Naylor Gardens for the next 23 1/2 years.

Police officers are known to have the highest rate of Divorce and Alcoholisms due to the amount of stress that comes with the job. I don't wish to fall into either of those categories and do not care for the added stress that come with living in the city.

Sincerely,

James E Beadel

James Beadel

DISTRICT OF COLUMBIA ss:

Subscribed and sworn to before me this 18th day of Sept, 1985

Signature only

Notary Public

My Commission Expires February 28, 1988

Good morning Chairman Spaulding, and members of the Committee. Thank you for letting me speak in front of you today.

I am here, with my fellow officers, to ask your positive consideration of our request to repeal the requirement that Metropolitan Police Officers reside within the boundaries of the District of Columbia.

In September of 1982, I was sworn in as a District of Columbia Police Officer Recruit. My wife of three (3) years and I were elated, and believed, very naively, that the physical move from Gaithersburg, Maryland, to Washington would not have traumatic effect on us or our marriage.

During my six month training, Karen, our two year old daughter and I spent every spare moment exploring places to live. Frankly, we became very discouraged because of the high rents we encountered. Finally, with aid and assistance of a fellow officer recruit who shared the townhouse with us, we were able to obtain and afford a District of Columbia residence.

Initially, everything was fine. However, it did not take long for the family situation to deteriorate. My wife refused to leave the house by herself and became a virtual prisoner; and so did our daughter. The situation was so severe that my wife took herself and our daughter to stay with her parents each weekend.

She could tolerate shift work since our housemate and I worked different shifts and she felt protected. However, the home situation deteriorated further in December of 1983. Our son was born on the fourth ; shortly thereafter, our car was vandalized (tires slashed, windshield smashed). After these two instances her fear of leaving the house intensified.

Although my wife remained with me until February of this year, she and the children spent every opportunity possible with her parents in suburban Maryland in an effort to maintain her equilibrium. However, this situation could not go on indefinitely. Our personal relationship had gone from bad to worse, and she moved back with her parents in February and filed for separation. Since that time the separation has escalated into divorce.

SUBMITTED BY: Robert F. Jackson

ROBERT F. JACKSON

Distinguished guests and committee members, I am here in a joint effort with other members of the police department in order to try to relinquish the burden caused by the residency requirement. In hopes that my testimony as well as the other testimonies will emphasize the adverse effects of the residency requirement, I have come to you to try to bring to light my personal endeavors caused by this requirement.

In April, 1982, I resigned from my position as a Metropolitan Police Officer. This event came about due to the fact that I was needed to give physical assistance to my father. My father sustained and injury that rendered him incapable of working. He did however eventually receive Workmen's compensation, a permanent disability rating and physical therapy; all of which aided in his recovery to a satisfactory condition.

This turn of events enabled me to pursue my own life. I submitted my reinstatement papers; to which I received a positive response. Being a Metropolitan Police Officer, during that time, was truly and honor and an experience that I shall never forget. During this reinstatement, I was able to experience many facets of policing.

I was detailed at Identification and Records in the Headquarters building where I made many acquaintances. After that detail, I was assigned to the Third District as a uniform officer. Through an acquaintance that I made while detailed at the Identification and Records Division, I was afforded the opportunity to be transferred and assigned to the Central Cell Block,to which I was the first femaleofficer to do so.

In December, 1983, my mother was diagnosed as having Lymphoma Cancer. Lymphoma Cancer is a cancer that effects the glands which are located throughout the entire body. This cancer is difficult to control due to the fact that it spreads through the glandular system and is difficult to confine to one gland.

As a result of one of my mother's biopsies, a gland located in the neck region was found to be malignant and active. This active gland initiated the observation of my mother's white blood cell count which would indicate when the Lymphoma begins to spread.

It was kept from me just how serious this disease was, due tothe fact that my mother felt that it would only be detrimental to me to know just how serious she really was. Being a police officer is already a very stressful job and this type of situation would only contribute to the pre-existing stress factors of the job. It became obvious through attitude and appearance changes that my mother's condition had become worse.

Due to the distance that I had to travel to be with my mother, I became more fatigued and stressed as time went on. This distance was due to the fact that Metropolitan Police Officers are required to live in the District. I found the residency requirement a burden to which I felt there to be no way of alleviating.

Although the residency requirement is a departmental policy, it does not enable flexibility for such unforeseen circumstances. In circumstances such as my own, it is felt that it matters greatly to be in close proximity to a person who suffers from such a disease not only for physical, but for mental and emotional support. It is also important for family members who must face this difficult situation to be in close proximity for mental and emotional support themselves.

On February 14, 1985, after much thought and deliberation, I resigned from my position as a police officer. This was due to the aforementioned facts attributed to the residency requirement. After my resignation, I moved from the District into my mother's home. During this time, I had been afforded the time to be with and discuss with my mother the future and it's outcome. It was through her positive attitude that I was able to reassess my feelings about the situation and look forward to my own future. Myself as well as my family have come to the realization that we must be prepared for whatever the future may hold. The inevitable must be faced by all who are involved.

Due to a recent positive attitude change about her condition, my mother discussed with the fact that I must reassess my life in order to try to function in a normal fashion. I began to reassess my life and decided to go back to the department to what I felt was my career choice.

On July 21, 1985, I submitted my request for reinstatement to the Chief of Police. On the week prior to September 17, 1985, I received verbal directive to respond to the Police and Fire Clinic for my physical examination for processing of my reinstatement to which I complied.

During this examination at the Police and Fire Clinic, I received difficulties through certain channels. While in line for additional processing, along with four other female reinstatees, I was pulled abruptly from the line and told that I was to go to apsychiatrist immediately.

During this session with the psychiatrist, he brought to my attention the cost to reprocess my investigation when in fact I felt that he was to be evaluating mental competence. He also indicated that he felt that it was highly unusual for someone to be so self-sacrificing, however, I felt that because it involved someone I loved so deeply, that it was not a self-sacrifice but an expression of human nature to give for another.

It is with the aforementioned that I come to you with this appeal. I respectfully request that you receive my testimony favorably as well as the other testimonies that you have heard today which Ifeelare as equally important as my own.

SUBMITTED BY: Yolanda D. Saucedo
YOLANDA D. SAUCEDO

Good morning Chairman Spaulding and members of the Committee. I am a reinstatee of the Metropolitan Police Department. According to the Random House Dictionary to be reinstated means to be put back or established again, as in a former position or state. In my case and in the case of several other reinstatees this could not be further from the truth.

I was originally sworn in as a member of the Metropolitan Police Department on May 8, 1978 and assigned to the Fourth District. At that time I lived in Takoma Park, Maryland. Approximately two years after joining the Department, I married and my husband and I bought a home in Cheverly, Maryland.

In July of 1981 I gave birth to a baby girl who would for over a year continue to be plagued with health and behavioral problems which would drive me dangerously close to a nervous breakdown. In October of 1981, in a state of physical and emotional exhaustion, I made one of the biggest mistakes of my life. I resigned from the force. The following year was the loneliest and most depressing year of my life. It was at this time, also, that my marriage started to fall apart. It became apparent that I was going to need a means of support, and I very much wanted my job back, as I greatly missed being a cop.

Several people recommended that I apply to other police departments and perhaps I should have, but my loyalties ran with the D.C. Police and I had time invested here. I just wanted my old job back. I wanted to be a cop again.

On February 7, 1983, after an absence of 15 months, I was reinstated to the Department. I paid back all my retirement. I was reissued my same badge and reassigned to the Fourth District. Then the confusion began. Everybody had an opinion about my exact status and everyone's opinion was different. Nobody could show me any kind of a written policy.

I was told my previous time didn't count, that I need not have paid back my retirement. I was told that I couldn't get the money back out. I was told I was going to have 25 years starting all over from day one. I was 33 years old and by the time I was eligible for retirement I would be ready for a wheel chair.

On August 1, 1983 my husband and I officially separated. The residency requirement did not cause our marital problems, but it did cause our separation because my 180 days were up. I needed to comply and he would not move. My two year old daughter and I moved to a one bedroom apartment in Northeast Washington, and he remained in the house in Cheverly. Two and a half years later he is still in the house and my child and I are still living in the one bedroom apartment.

Several months ago the D.C. Government Office of Personnel officially notified me that I was again back under the 20 year retirement system. I was credited with my first four years of service, and now have around 13 years until I'm eligible for retirement. But, at the same time, they reaffirmed their opinion that I had to conform with the residency requirement. True, I've been living like this for over two years, but, whereas before I was hopeful of receiving parole, now I have been handed a life sentence.

This residency requirement has changed everything about the lives of my daughter and myself, and of our future. Where we once had a house, humble as it was, with a flower garden and a swing in the back yard and room for a great big rocking horse, we now have a small apartment with one bedroom, and a tiny kitchen. I sleep on a fold out couch and the rocking horse is in Cheverly because there is no room for it.

Our neighborhood was decided for us by the affordability of the housing. When my child and I walk to the corner store we are greeted by the perpetual group of drunks and lowlifes, that congregate outside, with "hi officer" or something along that line, besides the inevitable "hey baby." They make it a point to let everyone know that I'm a cop, even though I haven't the foggiest idea of what they do, although I have my suspicious. There is also my next door neighbor - convicted of bank robbery in Virginia and armed robery and car theft in D.C. He has a constant stream of visitors at all hours of the night -- remember ~~reminder~~, I sleep in the living room, I hear everything. ~~and~~ I write down tag numbers of vehicles that pull up out front. I try to get a look at the people. I also try not to let them see me looking.

When my daughter was still just two years old we were playing ball in the front yard of the apartment building. I saw three men back in the alley fighting, but at that point I didn't know why they were fighting. I foolishly left my child standing there and ran back to them. Two men were beating up the third man. While I tried unsuccessfully to drag them off, my daughter ran down the alley crying "mommie, mommie." Seconds later all three men ran off, and I still didn't know what happened. Finally, several minutes later the apparent victim returned and told me that the two men had robbed him. I said that when the police came to take the report to tell them that I had gotten a good look at the subjects. I didn't mention that I was a cop. Less than 20 minutes later a sergeant was at my door. He threatened me with adverse action for not having my gun on. He never even asked me what the subjects looked like. That night I couldn't sleep, not because I was upset about the violent crime I had witnessed in my backyard, but because I was afraid I was going to get in trouble for not wearing my gun while I played catch with my two year old child.

The problem of housing continues to worry me greater. We need a bigger home. I would very much like a bedroom with a real bed and some privacy, but a two bedroom apartment would easily run me $600.00. Add to this the cost of day care.

In an effort to deal with this problem a girlfriend and I have been attempting to buy a house together - another change in lifestyle forced on us by the residency requirement. At least some of our financial losses could be recouped at tax time and maybe I could even put a swing in the back yard for my kid. But, let me tell you, Mayor Barry isn't the only person who has experienced difficulty in finding affordable housing in D.C. To be fair we have found housing that is affordable, but unfortunately it wasn't livable. Some of the houses we were shown were positively insulting and totally unfit to live in. One real estate agent even insisted that we buy a multi-unit dwelling, live in one or two units and rent out the rest. I have enough problems worrying about my job, my kid and my finances, without having to worry about whether my tenants plumbing is working or if they have adequate heat. I don't want to be a landlord. I just want a comfortable home. As yet we haven't found anything. ¶ Many people, when they consider buying a home, look first at the school system and rank that among their primary considerations. The City Council has determined that my child will attend a D.C. public school. Well let me tell you, you have no right to force that on her. A child's schooling should be decision of the parents. What you have done is force on me the added expense of private schooling. I have seen the D.C. public schools as perhaps many of you have not. I worked undercover in two different high schools, passing as a student. Even the teachers didn't know who I was. I have seen classes that were conducted in total chaos because teachers had given up trying to keep order. I've been kicked out of the library because I didn't have a pass, but allowed to hang out for hours in the cafeteria where marijuana was smoked openly. I've been jumped in the bathroom by a gang of girls. As a police officer I could not in good conscience advise anyone to allow their child to attend public school. As a mother I will not send my child to such a school. ¶ Even now, I still have a lot of people advising me to go to another police department. One certainly could say that I've really been "reinstated." I came back to this job because I love it. I'm proud to be a Metropolitan Police Officer. I don't think there is another police department in this area that is equal to ours. But because of the residency requirement I have lost my freedom to live where I chose and where I can feel comfortable. It has heaped a burden of guilt on me that, as a mother, I am not providing for my child as well as I should. It has guaranteed for me years of financial distress as I try to provide adequate housing and satisfactory schooling for my child. Sometimes I think that I just can't deal with the situation as it is; perhaps the residency requirement will extract from me one more sacrifice and force me to give up the job that I love.

SUBMITTED BY: Nancy M. Brown
NANCY M BROWN

Having served as a sworn member of the Metropolitan Police Department for more than three years, I feel qualified to present this letter of explanation to the members of this City's board.

I was sworn in on December 14, 1981, and assigned to the Fifth District. I served under Deputy Chief Profater as a rookie, and experienced a wide range of emergency crises and criminal behavior. I volunteered to work the permanent midnight tour of duty. By working midnights, I was convinced I could contribute my youth and perseverance to the job, while my colleagues, many of whom were older and had families, could enjoy a 'normal' family life working the day shift.

At this point, I led an active police life working the streets at night and attending court by day. After two years on this assignment, I requested a transfer to the First District. I felt I was ready and eager to experience a new police environment with new faces and different crisis situations. Soon thereafter, I became engaged to be married and requested a change in my assignment, from midnights to day work. My request was granted, I believe, because My superiors felt the change would not only benefit my personal life but my professional capabilities as well.

By this time, my fiance'had become accustomed to the role of a police officer and had accepted the realities of a police officer's wife. My career in police work was just beginning... or so I thought. I was a training officer for the new recruits, and demonstrated to them the high standards required of police officers. I received several police commendations and numerous letters of appreciation. I was a member of the Civil Disturbance Unit and completed many specialized training courses within the Department. These classes helped enhance and diversify my career, however, I grew increasingly upset with the District's residency requirement and knew my police career would never survive the unfair living restrictions.

Already, two of my close friends had opted to leave the Department due to the residency rule, and I knew that many other officers would contemplate the same. I finally elected to leave the Department after three years and two months for the following reasons:

1. Disparity between salary and cost of living in Washington, D.C.
2. Salary level equaled a standard of living of which I was not accustomed.
3. Lack of security for my family.
4. Frequent off-duty recognition of people whom I had arrested; particularly with family members.
5. Numerous destruction of property incidents committed against me.
6. Continuous compliance with the general orders which mandate wearing a revolver within the District.

For these reasons, and many more, I urge the District of Columbia City Council to rescind the stringent residency requirement. The City has suffered enough from this rule by losing some of the most experienced and dedicated police officers in the country.

By rectifying this law, the City will continue to employ officers of the highest caliber. More important, the people of this City will benefit tremendously from your decision. I am sure if you contacted the supervisors of the men and women who have left the Department for the very same reasons I have, they will ask you, "is the residency requirement really worth it?"
I call upon you to rethink this issue before it is too late.

SUBMITTED: Richard A. Turner
RICHARD A. TURNER

Good afternoon Chairman Spaulding and members of the Council. My name is Teresa Bland and I am assigned to the 7th District of the Metropolitan Police Department.

Since I have moved into the District of Columbia I have had to send my son to live in Maryland with my mother and go to school in Maryland. With the schedule I work I am unable to spend time with him. Being a single parent puts a lot of strain on my relationship with my son and the fact that he lives in Maryland makes it even harder on us. On January 11, 1985, when I returned home from work in my uniform a group of youths threw rocks at me from the hill next to Winston School. On another occasion a group of youths tried to overturn my car. I have sent my son to live away because I do not wish to subject him to that kind of environment. I work and live in the 7th District and on occasion I have run into person I have arrested. I feel the stress on the job is bad enough and I shouldn't have to bring it home with me.

SUBMITTED BY: Teresa R. Bland
TERESA BLAND

As a member of the Metropolitan Police Department, who is required to live in the District of Columbia, I have been asked to speak to you today. I have been a resident of the District for five years. Prior to joining the Police Department I worked and attended American University. During the time prior to my joining the police department I never experienced being a victim of crime. That changed when it was learned that I am a police officer.

In June of 1984 I purchased a town house at 1209 Q Street N.W. Two day after possession of the property, but prior to my living there, the first burglary occurred. Nothing was taken, however, a few items were damaged and my personal property was strewn about the house.

Numerous times since moving in, garbage has been dumped into my back yard. One morning after working my normal tour of duty; I returned home to find my front steps and door covered with animal feces. On another occasion, I had dead fish dumped onto my patio.

On February 20, 1985 during the afternoon, the hatch on my roof which leads to the house was pried open. My T.V., stereo, VCR, jewelry, personal items and and my MPDC 38 caliber service revolver were taken. The property taken was worth a total of $3,252.00. Many of the items have been replaced however, something which meant a lot to me and had been handed down can never be replaced.

A week later to the day, my kitchen window was broken and assorted food stuffs were stolen.

My car has also been damaged by vandals.

There are five other homes and two apartment building in the block. None of the three home have been burglarized nor have their cars been damaged or vandalized.

A neighbor was arrested on a traffic bench warrant. At the time I was not home and I had no knowledge of this man's arrest. However, when I returned home, I was approached by this man's children and blamed for his arrest.

I've been approached about other relatives and friends who had been arrested as if I had knowledge and something to do with these arrests.

I enjoy my job and living in the District, however, I can not tell you that I will stay with the Department if the harassment of the past two years continues. I will not put a family through what I've gone through. I look forward to the day I can return home from work and not have to worry about what I might find upon arrival.

SUBMITTED BY George R. Hetrick
GEORGE R. HETRICK II

September 11, [illegible]

I submit this testimony as a representative of the former Metropolitan officers who have left the department to serve in Prince George's County.

Approximatey three months ago, Prince George's County made public their intentions to recruit experienced police officers from other jurisdictions. The response from the Metropolitan Police Department was tremendous. Many officers expressed great interest in the offers, and those officers hired before the Residency Requirement, and did not wish to apply, encouraged the younger officers to take the opportunity being presented them, and leave the department in order that they could have a choice in where they were to reside. The number of applications was staggering, by far outnumbering any other jurisdiction.

Although many of the applicants met the very high standards required by Prince George's County, myself and ten other former Metropolitan Police Officers were fortunate enough to be selected. Behind me are officers that have very distinguished and successful careers as Metropolitan Police Officers. We have officers that have won medals of valor, officers that are very experienced in combating drug use through covert activity. We have officers that have experience and foresight to prevent the crime in the very high crime areas in which they were stationed.

How much longer can Metropolitan Police Department or the District of Columbia itself afford to lose such capable and dedicated police officers. Every one of these officers, including myself, left the Metropolitan Police Department because of the Residency Requirement.

I have become aware of some of the reasoning behind the implamentation of the requirement. The theory that if an officer is forced to live within a certain community, he will become more concerned and develope ties tc that community. In the cases of myself and my fellow officers now in Prince George's County, that simply is not true. Through the limitations of area, and the economic factor determining where Officers shall live, they are forcedinto areas where their children are constantly harrassed and threatened by others. When everyday functions, such as going to the store with your family becomes and experience of anxiety and uncertainty in which you may come in contact with someone you have apprehended before, then the officer begins to experience a feeling of apathy and disgust towards that community. When these factors are taken into consideration, the officer feels he must make a choice between his career or his family. When the officer is given the opportunity to pursue his career in other jurisdictions, then he will make that move with little hesitation.

An area that cannot be overlooked is the area of expense. When the cost of training and preparing each officer is as high as $40,000.00, it seems a wast to train them for other departments. In recent months, I have heard the Metropolitan Police Academy referred to as the "Area Police Academy", for many officers are going to other departments, needing little training as a result of the training received by the District of Columbia.

I am here today to ask you to repeal the Residency Requirement and save the District of Columbia the expense and embarrassment caused by each resignation that occurs.

The future quality of the Metropolitan Police Department rests in your hands today, for I feel that if the Residency Requirement were to stay in effect, the District will experience a mass Exodus of officers never seen before by any other Municipal Police Department. I can say with the utmost confidence that the Metropolitan Police Department loss, was Prince George's County's gain.

Thank you,
Brian A. Hickey

On September 6, 1985 I gave notice to the Chief of the Metropolitan Police Department of my intention to resign from the Department effective September 20, 1985. The process of reaching this decision was a long and difficult one and was not reached without struggle or anguish.

I am 27 years of age and joined the D.C. Metropolitan Police Department on September 20, 1982, after completing a Bachelor of Arts degree in social work at the Catholic University of America in Northeast. Prior to my joining this department, I worked for three years as a social work intern for the D.C. Department of Human Services at the receiving home for children and two years prior to this as a substance abuse counselor at Lorton Reformatory.

During this span of time I was able to gain first hand knowledge about the workings of the prison system, judicial process and an overall picture of the D.C. Government. In doing this type of work I was able to gain an extensive awareness of the workings of the D.C. police and decided to apply to the force in April of 1982. During this time I lived in Northeast, D.C. while working towards my degree. I experienced no difficulty in this and, therefore, did not see a mandatory residency requirement to present any hardship.

Three years have now passed and I have discovered that I can no longer continue to maintain a residence in the District and therefore will have to forfeit my position with the Metropolitan Police Department.

The three years I have spent in the Third District have been a success. I have received two letters of commendations from the Chief of Police and numerous letters of commendation from my Deputy Chief as well as citizens. I have gained the respect of my supervisors and fellow officers and managed to move from an unassigned footbeat position to casual clothes tactical officer in three short years, which is rare. I also spent time working for the alcohol and speed enforcement section of the Traffic Branch and earned commendations in this vital area of law enforcement. I have come to see the D.C. Metropolitan Police Department as a growing organization that is constantly trying to improve itself in providing quality police service to the people of this City. With the important issue of affordable housing put aside for right now, a main issue in my difficult decision to give up three years of service is my safety.

DC police regulations State that all members will carry their badge, guns and ID folder with them while in D.C.; and that they are held to be on duty at all times while in the City. Although this is a comfort to the citizens it is very dangerous to the officer who must often time act without any back up and with no police radio. We are the only City employee that is required to do this and without any compensation.

I have often encountered people I have arrested while in an off-duty status. These people have harassed me and made verbal threats. Again, without back-up and a police radio, taking action is impossible. During the course of my three year sojourn I have found little support form the D.C. Government or the court system in the interest of my personal safety and protecting my personal property. It appears that an attitude prevails in which it is felt that these rights come as part of the job. I strongly disagree. Police officers do not receive compensation for the intimidation or damage to personal property they incur while off duty. It is for this reason that I am giving up a three year career status with a perfect personnel folder to seek employment with a nearby county police agency for less money and benefits.

My safety and peace of mind are paramount and I would ask the Council to strongly consider giving an exemption for residency to police officers. Not only will this move be a sign of support and concern on the part of the City Council; but it will encourage more quality applicants to seek employment with the department, benefiting the citizens as a result.

Since the Council sees fit to grant exemption to D.C. Employees who are computer operators and doctors, insisting they must be of high caliber, so also should the council seek quality and not quantity in hiring police officers.

I strongly urge the Council to adopt this measure so that all, especially the citizens, may benefit from a highly professional police department.

SUBMITTED BY: Thomas J. Ward
THOMAS J. WARD

METROPOLITAN POLICE DEPARTMENT
FIELD OPERATIONS BUREAU
THIRD DISTRICT

September 6, 1985

MEMORANDUM

TO: Commanding Officer
Third District

SUBJECT: Voluntary Resignation from the
Metropolitan Police Department

I hereby give the Chief of Police, Metropolitan Police Department, notice of my intention to resign from the department and respectfully request that the one month notice be waived and that my resignation become effective on September 20, 1985.

As of September 23, 1985, I intend to continue my career in law enforcement with the Montgomery County Police Department. The three years that I have invested serving the citizens of the Third District have been rewarding and it has been a pleasure to work with the dedicated officers and officials of our precinct who daily exceed the scope of their duties to provide quality police service to the people of this city.

I feel it is important for me to state that a key factor in my decision to make this change in my career is the residency requirement for District of Columbia employees. The availability of affordable housing and the threat of danger against my person and personal property from persons seeking retribution for police action taken against them is of major concern.

My social security number is 148-56-9613. My new address will be 5600 54th Avenue #620, Riverdale, Maryland 20737.

Thomas J. Ward
Thomas J. Ward
Officer
Third District

TJW:dm

On September 7, 1982, I was appointed to the Metropolitan Police Department. I served proudly for over three years until my resignation on September 14, 1985.

I had to resign due to the residency requirement which I could not fulfill. I was married on September 1, 1985. My husband owns a home in Arlington, Virginia. Although we tried to find housing in Washington with the help of a realtor, we were not able to find affordable housing commensurate with our present standards. As a result I was forced to resign from a profession that I sincerely loved. I was just getting to a level where I felt I was proficient and knowledgable in my work. Probationary year and training was over. I felt that I had a chance to serve my community to the utmost. I had the self-confidence and experience to assert the authority that I was entrusted. However, due to the residency requirement, I had to resign.

After Metropolitan Police Department had invested innumerable hours in training and preparing me for a long career, I was forced to resign simply because my husband and I could not afford to live in a safe, comfortable area in Washington. Ironically, while I lived in the Naylor Gardens Complex, in Southeast Washington, I was eight miles from Traffic Division. From my home in Arlington I would have been only 7.4 miles.

Besides the residency requirement, there are other serious disadvantages to living and working as a police officer in DC. My apartment was burglarized two times in two years. I was burglarized due to the common knowledge that I was a police officer thereby giving burglars a chance to steal a weapon. The first burglary did in fact earn the perpetrators a pistol; the second burglary cost me my television, VCR and other items of value which could be carried out.

I sincerely feel that the City Council should review the residency requirements for police officers. The mood of my contemporaries seems to be swinging towards moving away from DC and seeking employment as police officers elsewhere rather than putting up with difficult conditions. The residency requirement is the problem.

A review of my work history indicates that I received several commendations from my Commanding Officer, Captain David Baker. Additionally, I speak both Spanish and French. Furthermore, I had the highest number of arrests in my section for July and August, my last two months on the force. My contributions to the city as a police officer are now over. Another person has moved into my Naylor Gardens Apartment, city tax revenues are unchanged; all that has happened was that a good police officer has left. The residency requirement was the cause; I urge you to reconsider this requirement. I am convinced the city loses much more than it gains.

Respectfully submitted,

Lisa M Parks

LISA M. PARKS
#3534

September 20, 1985

MEMORANDUM

TO: Council of the
District of Columbia

THRU: Fraternal Order of Police

SUBJECT: Residency Requirement for District of Columbia Employees

My name is Stephanie W. Hilton and I was appointed to the Metropolitan Police Department on October 1, 1984. Since the date of my appointment, I have been required to live within the confines of the District of Columbia, and as a result I have been harrassed and assaulted.

In July of 1985, while I was living at 1304 Columbia Road, N.W.#304, I was attacked by a neighbor my building solely on the fact that I was a Metropolitan Police Officer.

It happened on a Friday morning as I was leaving my apartment for work. I had my uniform shirt in my hand and as I came out of my door, I noticed a white powdery substance on the floor in front of my door. Ms. Rhonda Gardner came out of her apartment which was across from mine and said to me, "You're the police," and that the police had done something to her car. I told Ms. Gardner I had no idea what she was talking about. Ms. Gardner went on to tell me that I knew about her car, I was a part of the force. She then followed me out to my car and told me don't come back because I would be cremated. She reiterated that I had done something to her car.

I went to my car and found the same white powdery substance sprinkled around it in the sign of a cross. One on each side of the front and back. I then complained to the rental office which they informed me that Ms. Gardner hated the police. I went to work and informed my supervisor of the incident.

Upon returning home that afternoon, as I approached my apartment I found the same white powdery substance and also a white substance had been poured on my door and into my door lock , which caused me to be unable to enter my apartment. As I continute to get into my apartment, Ms. Gardner came out of her apartment with a bucket in her hands, and said to me, I had something against her kids and she threw the contents of the bucket on me. I was in a state of shock for a few moments. My skin and eyes started to burn. Ms. Gardner retreated into her apartment, as I went down stairs to get assistance from another neighbor. I called the police and reported the incident. I was transported to the Washington Hospital Center and treated by a staff doctor and released. Ms. Gardner was taken into custody and charged with Assault On a Police Officer.

As a result of this incident, I found that the neighborhood was anti-police so I had to change my residence. I am a divorce, single parent and have a four year old daughter for whom I provide sole support. I am required to live in the District of Columbia on my salary alone. A salary that does not allow me to live in the more gracious areas of the city. I had to move to one of the other high crime areas of the city, Southern Avenue, S.E., which I am totally unfamiliar with. This area was all I could find in the city that I could afford without having to lower myself to one of the many lower income, rat infested dwellings, of this city.

I am a native Washingtonian. I love this city, I was raised in Ward 5, North Michigan Park area, a lovely area to grow up in. I would love to live there if I could afford it. I cannot, and being forced to live here causes me great distress.

I enjoy my work but it does have its drawbacks when you cannot leave your job and retreat to the comfort of your home without wondering who hates you because you are the police. Forcing me to live in the city where I enforce the laws and arrest the violators is not fair because the cost of living here requires that I practically live next door to the very same people I have arrested.

Stephanie W. Hilton

Stephanie Hilton

WASHINGTON D.C.

1 **EVENT REPORT** 1503

1. EVENT CLASSIFICATION AFO	2. EVENT LOCATION 1??? Col Rd NW 3rd floor	5. BEAT	6. DIST 3D
3. DATE/TIME OF EVENT 7-12-75 1?45	8. DATE/TIME OF REPORT 7-12-75 1310	10. RADIO RUN RECEIVED ☐ NO ☒ YES TIME	11. ☐ PUBLIC PROPERTY ☒ PRIVATE PROPERTY
12. DESCRIBE LOCATION Apt. Bldg	13. WHERE ENTERED	14. TOOLS, WEAPONS USED Caustic Liquid	15. METHOD Throw
16. COMPLAINANT/MISSING PERSON 1. Hilton, Stephanie	SEX/RACE/DOB	16. COMPLAINANT/MISSING PERSON 2.	SEX/RACE/DOB
17. HOME ADDRESS 1??? Col Rd NW #4	18. HOME PHONE 4?2-[redacted]427	17. HOME ADDRESS	18. HOME PHONE
19. BUSINESS ADDRESS/SCHOOL 1??4 V St NW	20. BUS. PHONE	19. BUSINESS ADDRESS/SCHOOL	20. BUS. PHONE
21. ADDITIONAL MEANS TO CONTACT COMPLAINANTS OR REPORTING PERSON	22. REPORTED BY Same as item 16	23. RELATION TO COMPLAINANT	
	24. ADDRESS	25. PHONE NUMBERS Hm Bus	
26. SICK/INJURED PERSON 1 Hilton, Stephanie 2.	27. DESCRIBE INJURY minor skin irritation	28. WHERE TAKEN/BY WHOM N/A	29. N/A ☐ ADMITTED ☒ RELEASED ☐ ADMITTED ☐ RELEASED

30. PROPERTY CODE (S) STOLEN (R) RECOVERED (L) LOST (I) IMPOUNDED (E) EVIDENCE (F) FOUND (O) OTHER (V) VEHICLE FROM WHICH THEFT OCCURRED

31. PROPERTY BOOK AND PAGE NO. 64/296

CD	ITEMS	SER. NO./OP. I.D. NO.	COMP. VALUE	AGE	VALUE
E	Green T-Shirt	NFD	$5.00	old	$1.00
E	Black Sweat Pants	NFD	$5.00	old	$1.00
E	MPDC Short Sleeve Uniform Shirt	Blue	$35.00	5 Mos	$20.00

YEAR	MAKE	MODEL	COLOR	BODY	TAG/STATE/YEAR	VIN NO.	TOTAL VALUE
							$22.00

32. EVID. TECH. NOTIFIED/CSES #	33. INVESTIGATOR NOTIFIED	34. SUPERVISOR NOTIFIED	35. TELETYPE NOTIFIED
None	Anderson	Hughey	

	RACE	SEX	AGE	HEIGHT	WEIGHT	EYES	HAIR	COMPLX	SCARS	HAT	COAT	JACKET	PANTS	SHIRT
36. ☒ SUSPECT ☐ MISS. PERS	B	F	30	5'2"	1?0		brn	med			pink	jump suit		
37. ☐ SUSPECT ☐ MISS. PERS														

38. NARRATIVE DESCRIBE THE EVENT AND STATE POLICE ACTION TAKEN

C-1 reports to the police that on the above date and time S-1 approached her in the hallway of the above location and stated "You have something against my children" and threw a liquid caustic mixture on her. S-1 knew the complainant was a police officer and had threaten her during the morning hours of 7-12-75 as she was leaving for work. S-1 fled into her apartment following the offense. See PD 252 for additional information. Sgts. Turner & Sgt. J. Hughey notified and responded to the scene.

☐ See Missing Person Information On Reverse ☐ See Continuation On Reverse

REPORTING OFFICER	BADGE ORG ELM	40. SECOND OFFICER	BADGE ORG ELM	41. TELETYPE NUMBER

STATUS ☐ OPEN ☐ UNFOUNDED (EXPLAIN IN ITEM 38) ☐ SUSPENDED (EXPLAIN IN ITEM 38) Note: If closed by arrest attach P.D. 252

☒ CLOSED (IF CLOSED BY ARREST LIST UNIT AND ARREST NUMBER) 40-3995

REPORT REVIEW OFFICER A/Sgt. Willie E. Moore BADGE ORG ELM 4-D REVIEWER DISTRIBUTION

Page 1 of 1 Pages

Good morning Mr. Chairman and members of the Committee. Since being appointed to the Metropolitan Police Department three years ago, I have enjoyed my employment with this municipal police department and would like to see the department grow and expand with the young officers, like myself, into a model police department for the nation.

I feel that this growth will not occur if the department continues to attract some of the types of applicants for the position of police officer that it has, and forced to hire these applicants by pressure for a number of new officers by Congress.

The leading cause of this dilemma, and that of exceptional young officers resigning at extremely early periods, is the four year old residency requirement law. This law has forced many of my fellow officers to leave this department because of either the inability to locate or occupy peacefully affordable housing, or the off duty harassment and/or pressures that accompany the officer off duty while residing within the District of Columbia.

I have personally suffered ill effects of my job while in an off duty status in the District since being appointed. I have suffered a loss of friendship with many associates because of their unwillingness to be seen "too often" with police officers. I have been involved in off duty arrest situations for felony offenses which may have endangered others with me. I have been threatened, intimidated, and harassed by individuals whom I have either arrested or had contact with on the street during my duty hours. These incidents may occur while I am with someone, anyplace, at anytime, or by unknown persons.

On January 29, 1985, I was awakened by Sergeant King of the Metropolitan Police Department Communications Division, by telephone, at my home, to be advised that a subject that I had arrested had called Communications Division and threatened my life; stating specifically that he knew where I lived. It is almost impossible to avoid these types of people who may see you off duty anywhere in the City.

I think that the residency requirement law is an outstanding idea, in theory, for clerical workers or other non-threatening positions. However, I feel that the City should protect the officers who protect the City by allowing them to reside in an area close to the City that is both affordable and not as accessible to the on duty pressures of the City when the officer is off duty.

SUBMITTED BY: ______________________
GUY R. X. MIDDLETON

BEVERLY J. ANDERSON
DIRECTOR, OCCUPATIONAL HEALTH SERVICES
PSYCHIATRIC INSTITUTE OF WASHINGTON

A child and family counselor by education and profession, Mrs. Anderson holds a Master's degree in counseling and psychology and is a certified addictions counselor. She formerly served as Director of the Center for Business and Industry for Bristol Community College in Massachusetts, and as an instructor in child development and abnormal psychology courses for the College. She has also served as a consultant to the psychologist for the Massachusetts Department of Mental Health.

As Director of the Psychiatric Institute's Occupational Health Services, Mrs. Anderson consults with business, labor and government on employee assistance programs and conducts workshops and seminars on topics related to employee stress and health in the workplace.

Mrs. Anderson has conducted several stress seminars for District Government Agencies, including the Department of Public Works, the Department of Transportation, the D.C. Public Schools, and the Bureau of Traffic Adjudication.

THE PSYCHIATRIC INSTITUTE
OF WASHINGTON, D.C.
4460 MacArthur Boulevard, N.W.
Washington, D.C. 20007
(202) 944-3400

TESTIMONY: BILL 6-211 "DCGMPA OF 1978/METROPOLITAN POLICE FORCE
RESIDENCY EXEMPTION AMENDMENT ACT OF 1985"

Police work is highly stressful; it is one of the few occupations where the employee continually faces dangers of physical violence and even death at any time. The police officer faces violence, cruelty, and aggression and is constantly under pressure to make critical decisions within seconds. Situational crises/traumatic experiences can wreak havoc with an officer's emotions. i.e. being shot at, almost killed, seeing dead mangled bodies, dealing with abused and battered children, or sexually molested victim. These all exact a high toll on the police officer.

Literature on the effects of police stress abounds with alarming statistics in the areas of divorce, alcoholism, and suicide. The editorial in the April, 1978 issue of "Police Chief" declares:

"The impact of psychological stress appears to be reaching crisis proportions and manifests itself in forms of behavior ranging from reduced job effectiveness to suicide, an act constituting the ultimate loss for the officer's family as well as for the department and the community." (Howard C. Shook, "Pitfalls in Policing," The Police Chief, April 1978, p.8)

Police stress can be manifested in several negative ways:

1. The officer's personal life through divorce and family problems; sexual infidelity. Dr. Martin Reisner reported in 1972 that the Seattle Police Department suffered a 60% divorce rate for officers within their first three years on the force. Tacoma, Washington: 82% divorce rate. San Jose, California: 50 - 70%; Los Angeles: 21%.
2. Burn-Out
3. Suicide: Police officers ranked third among occupations in suicide rates. (Wayne C., Richard and Ronald D. Fell, "Health Factors in Police Job Stress," U.S. Dept. of H.E.W.,NIOSH, Center for Disease Control,(Washington,D.C., U.S.G.P.O.,December, 1975, p.82)
4. Alcoholism: Department officials in one study reported that as many as 25% of its officers had serious drinking problems. (Hurrell,J.J. and Kroes,W.H. "Stress Awareness," In "Job Stress and the Police Officer: Identifying Stress Reduction Techniques,U.S.Dept.H.E.W., 1975, p.241)
5. Physical problems: High incidents of heart disease, back trouble, hypertension, stomach ulcers and diabetes.

A 1978 study conducted by NIOSH (Stress Cop, pg. 36) of more than 2300 officers in 29 departments around the country disclosed the following results;

37% of the officers had serious marital problems
36% had serious health problems
23% had serious alcohol problems
20% had serious problems with their children
10% had serious drug problems

Eddie Donovan, a 27 year veteran of the Boston Police Department and Director of the Boston Police Stress Program, maintains that without help, "stress-induced problems may manifest themselves on the job, as aggression, hostility, dereliction of duty and ultimately suicide. More cops kill themselves every year than are killed while working." (Police Magazine, July '78)

Experts in police stress assert that it is not in the best interest of the officer, the department or the community for an officer to be on duty 24 hours a day. Mandatory residence within the district does, in fact, sentence police officers to 24 hour-a-day duty. This is dangerous; it's creating a time bomb.

Donovan maintains that as long as a police officer carries a gun off-duty, he is never free from his job. He poses an interesting question: "Does a doctor go out in public when he is not working with a stethescope around his neck? Does a priest always carry a bible?

Police officers must be given time away from the job. That means "physically away" from the district/place of employment if the officer wishes to live outside the city. Twenty four hour duty leads to burnout.

Burnout leads to:

disciplinary problems
absenteeism
tardiness
faulty decision-making
sickness and accident claims
on-the-job accidents
workman's comp cases
officer turnover
supervisory reprimands
citizen complaints

Each police officer represents an investment of thousands of tax dollars. The effects of burnout exacts an even higher toll in lost dollars and, more importantly, in inferior services rendered to the department,and the community.

Stress is built into a police officer's job. During parts of any given shift, he may do nothing but cruise. Then an emergency call comes in and he responds totally with adrenalin racing, heart pounding, blood pressure rushing, body ready for action--ready for the challenge of what will follow. When the emergency is over, he can turn off his car's siren but he cannot turn his body off. The "fight or flight" response which is nature's way of dealing with stressful situations continues to thunder. There may be no time to recover from this state of "alarm" before a second and third emergency occurs. This leads to exhaustion since the body cannot continuously be in a state of readiness.

You cannot compare the stress of a police officer to any other job. A policeman has to be all things to all people.

All too often, the police officer remains in a state of exhaustion for long periods of time. This physical and mental exhaustion leads to a less effective officer.

San Jose police psychologist, Dr. Mike Roberts stated in Police Magazine that most stress in police officers comes from management structures/ policies and procedures within the department, more than from the citizens. While I question such a blanket generality, I can't help but relate it to both the residency requirement and the mandatory 25 years of service. These are policies that hurt not only the officers, but also the departments and the public whom our officers are supposed to protect and serve. This stress is one that can be controlled.

It is in the best interests of all concerned to exempt police officers from the residency requirement and to adhere to current retirement policies. The nature of law enforcement work with its unique stresses and demands requires that government bodies such as the city council take a stand to support what is in the public interest.

Respectfully submitted,

Beverly J. Anderson, M.A.,C.A.C.
Director, Occupational Health Services

TABLE #1

Short Term Chronic Stress Reaction

Job-Related Stressors

- Administration
- Job Conflict
- Second Job
- Inactivity
- Shift Work
- Inadequate Resources
- Inequalities in Pay and Job Status
- Organizational Territoriality
- Job Overload
- Responsibility for People
- Courts
- Negative Public Image
- Conflict Values
- Racial Situations
- Line of Duty/Crisis Situations
- Job Ambiguity
- Etc.

Immediate Response to Stress

Personality	Health	Job Performance	Home Life
Anxiety Tension Irritability Drinking Feeling "uptight"	Smoking Headaches Inc Heart rate High Blood Pres High Cholesterol Level	Erratic Work Habit "Flying off the Handle" Temporary work decrement	"Spats with wife" Periodic withdrawal Increased extra marital activity Anger with wife and children

Long Term Response to Stress

Personality	Health	Job Performance	Home Life
Psychosis Chronic Depression Alienation Alcoholism Malaise Low Self-Esteem Low Self-Actualization Suicide Etc.	Chronic Disease Ulcers High B.P. Coronary Heart Disease Asthmatic-Attacks Diabetes Etc.	Decreased-productivity Inc Error Rate Job Dissatisfaction Accidents Withdrawal Error in Judgement Slower Reaction time Etc.	Divorce Poor relations with others Social Isolation Loss of Friends Etc.

September 21, 1985

Good morning Chairman Spaulding and distinguished members of the City Council. My name is James M. Cox, Jr. I am a police officer in the District of Columbia. I have been employed as a police officer for the last four and one half years.

I have been requested by the Fraternal Order of Police to testify here today on the matter of the Residency Requirement.

The reason for testifying is to remind the City Council that this matter was presented to the Council before. On May 8, 1981, I and other police officers were in the academy. During this time, the Police Association of the District of Columbia, represented us on this matter before the City Council to support Bill 4-153. At that time, Officer James Lugailla of the Second District testified before the Council. Members of the Council now have a copy of his testimony on that day. The problems the officer testified to before the Council then are still prevalent today.

In 1981, Officer Lugailla and I were members of the Police Association(s) Legislative Board and worked with the President of the Association and our attorney in regards to the Residency Requirement. At that time, there were only forty-six members of the police department which the Residency Requirement was an issue. Now this requirement effects hundreds of police officers and fire fighters in Washington, D.C.

In closing, I would like to reiterate to the Council that this is not the first time that the Residency Requirement issue is being brought before the Council. It took over four years for this major issue to be heard again in the Council Chambers.

Maybe now the City Council will listen to the needs of this City's Police Officers and the hardships some officers have suffered. Now is the time to exempt us from the problems caused by the Residency

Council of the District of Columbia
Notice of Public Hearing

City Hall, 14th and E Streets, N.W. 20004 First Floor 724-8000

PUBLIC HEARING ON PROPOSED
LEGISLATION REGARDING THE
RESIDENCY REQUIREMENT FOR NEW EMPLOYEES
OF THE DISTRICT OF COLUMBIA GOVERNMENT

FRIDAY, MAY 8, 1981

10:00 A.M.

Room 500, District Building

1350 E Street, N.W.

Councilmember William R. Spaulding, Chairman, Committee on Government Operations, announces a public hearing on the residency requirement for District of Columbia government personnel.

The District of Columbia Government Comprehensive Merit Personnel Act of 1978, effective March 3, 1979 (D.C. Law 2-139), requires that any person hired by the District of Columbia after January 1, 1980, shall become a bona fide resident of the District of Columbia within one hundred and eighty (180) days after appointment, and shall maintain such residence for the duration of the employment.

The Mayor, the Board of Education, and the Board of Trustees of the University of the District of Columbia, are authorized to submit rules and regulations which exempt specific classes or groups of employees from the residency requirement, to the Council for a forty-five (45)-day review period before such exemptions become valid.

The hearing will center around the following issues:

- The impact of the residency requirement on the effective operation of the District of Columbia government and the delivery of services to residents.

- Impact, if any, on employment opportunities for District residents, should residency be removed as a requirement for employment.
- Impact, if any, on the revenues derived from the payment of personal income taxes, should the residency requirement be removed.
- Job-related preferential qualification for District residency, in the recruitment of employees, rather than a residency requirement.
- Exemption from the residency requirement only for those positions that are critical to the operations of the District government; i.e., data processing; computer programmers and analysts, managers, technicians and specialists; financial managers; employees located at facilities outside of the District boundaries; nurses, physicians, occupational and physical therapists.
- Exemption from the residency requirement for those persons paid below a specified grade level; e.g., DS-9.
- Elimination of the residency requirement.

These issues will be discussed in relation to the following legislation:

Bill 4-85, Residency Exemption Act of 1981, amendment in the nature of a substitute (approved on March 10, 1981, as temporary legislation)

Bill 4-153, Merit Personnel Residency Amendment Act of 1981.

The Committee is interested in testimony on any issues concerning the residency requirement and comments related to all aspects of the proposed legislation.

Written statements are encouraged for the record and may be submitted to: John P. Brown, Jr., Secretary to the Council of the District of Columbia, District Building, 14th and E Streets, N.W., Washington, D.C. 20004, no later than May 6, 1981.

All persons wishing to testify at the public hearing should contact Ms. Wanda Mitchell (724-8088 or 8089) on or before May 7, 1981. Witnesses will generally be limited to five minutes of oral presentation in order to permit every interested person an opportunity to testify.

Copies of Bills 4-85 (amendment in the nature of a substitute) and 4-153 may be obtained from the Legislative Services Unit, Room 28, District Building, 724-8050.

Police Association
of the District of Columbia
WASHINGTON, D. C.

Phone Area 202
582-4620

2701 PENNSYLVANIA AVENUE, S.E.
WASHINGTON, D. C. 20020

STATEMENT OF THE POLICE ASSOCIATION OF THE DISTRICT OF COLUMBIA

Before the D.C. Council Committee on
Government Operations, May 8, 1981

In Support of the Merit Personnel Residency
Amendment Act of 1981 (Bill 4-153)

Good morning, Mr. Chairman ~~and members~~ of the Committee. My name is James Lugailla and I am a member of the Legislative Board of the Police Association of the District of Columbia. The Police Association is a professional association of police officers composed of police officers in the Metropolitan Police Department, the U.S. Park Police, the U.S. Capitol Police, and the Uniformed Division of the U.S. Secret Service. Although membership in our association is voluntary for Metropolitan Police Officers, a substantial number belong to our organization.

We are here today to express our views on the residency requirements for D.C. employees and to support Bill 4-153, the Merit Personnel Residency Amendment Act of 1981, introduced by Councilmember Mason. Ref

Support goal of increased employment in DC.

We believe that it is a legitimate goal of the District of Columbia government to hire residents of the District. This is true not only because District residents can be expected to be more directly concerned with the welfare of the District and their fellow residents, but also because the economic benefits of government employment, funded by local taxes, will more likely stay within the District's own economy when District residents are employed by the government.

However, we in the police department have encountered some serious difficulties because of the residency requirement. One of the major problems new officers encounter is the cost of housing. There is no need to remind this committee of the severe rental housing shortage in the District or the high cost of buying a home. The average price of a house or condominium in the District is now over $100,000. Last year, less than 1% of the homes sold here cost less than $50,000, yet that is substantially more than a police officer's salary would allow him to pay.

The Police Association is concerned about the impact of this situation on the ability of the Metropolitan Police Department to recruit and hold the best available officers. It is true that the residency requirement poses no problem for a police recruit already living in the District who does not anticipate a change in housing needs. But recruits who are single or recently married and who plan to have families are, quite frankly, joining the force now in the hope that the residency rule will soon go away. If it does not, many may resign from the force. It is a cruel choice to demand of anyone. Police officers are dedicated to their work and many have waited years between applying for an appointment and being accepted. But if the District cannot offer a reasonable opportunity for them to house their families, how can it expect them to stay? If an officer resigns, all that the city has invested in training and experience is lost.

We are aware that this Committee and the Council can best fulfill their duties when they have facts pertinent to the issues. We are attempting to assemble, and will make available to you, data on the current recruiting efforts of the Metropolitan Police Department and the effect of the residency requirement on applicants. We hope that these data will be available by the end of May.

We can, however, give you some information on the recruits who are in the two classes now training at the Police Academy. Of 46 trainees, about half now live outside the District. They are all attempting to find homes here, with varying degrees of success. Some are renting apartments with as many as three other officers; some find that it costs less to leave their families in their present homes outside the District while they take apartments here, rather than trying to find family housing in the city. At least one trainee who already owns a home in the city is worried that he will not be able to keep it because of his rapidly rising property taxes. Others know that living in the city will effectively disqualify them from joining the K-9 corps, because a K-9 officer must have kennel facilities at his home and a police officer cannot afford that much space in the District.

In view of the understandable desire of the District to employ its own residents and the severe problems caused by the scarcity and high cost of housing, the Police Association of the District of Columbia supports the approach proposed by Mrs. Mason in Bill 4-153, to make residency in the District a preferential qualification. This would allow a reasonable case-by-case treatment and enable the District to choose its police recruits from among the best qualified applicants and hold on to the experienced officers it has trained. We believe that this policy encourages the recruitment of District of Columbia applicants and also ensures the people of this city that they will not lose dedicated and good police officers because of the hardships of the mandatory residency requirement.

KALORAMA PARK

D.C. Recreation Department

1789 Lanier Pl. N.W.
Washington, D.C. 20009

Hon. Julian C. Dixon
Chairman, Appropriations Subcommittee on
the District of Columbia
House of Representatives
Washington, D.C.

June 15, 1986

Dear Chairman Dixon:

I am happy to transmit to you (1) a letter to Ms. Alexis Roberson under date of June 12,and (2) copies of petitions signed by over 175 residents, all of whom support a clean, safe playground in Kalorama Park, with improved equipment and facilities for toddlers and young school-age children.

Please include these two exhibits and my letter in the published Hearings on the FY 1987 D.C. Budget.

Any help you can give us on this will be deeply appreciated.

Respectfully,
Susan Colbert
Susan Colbert

(Clerk's Note. - The petitions referred to in item 2 above have been retained in the Committee files, except for two which follow the letter to Ms. Roberson.)

1789 Lanier Pl. N.W.
Washington, D.C. 20009

Ms. F. Alexis Roberson, Director
D.C. Department of Recreation
3149 16th St. N.W.
Washington, D.C. 20010

June 12, 1986

Dear Ms. Roberson:

Last month, as I was talking with another mother during one of my daily visits to Kalorama Park, I was told that the city was planning to make certain impoovements in the parks in Adams Morgan. I investigated this further, and the more I learned, the more surprised I was at how differently the needs of the neighborhood are perceived by the residents and the city administrators. Therefore, I am writing to share with you not only my personal opinion about some optimal uses of Kalorama Park, but also many of the comments and questions I received while talking to other frequent users of its facilities for young children.

Enclosed are petitions with the signatures of over 175 residents, all of whom support a clean, safe playground with improved equipment and facilities in Kalorama Park. Please note that these petitions were signed by a good cross section of the areas population. Support for this project interests Black, Hispanic, and White people alike, and these petitions were circulated in both English and in Spanish. Upper-income and lower income people seem to agree on this issue, and both older and younger residents expressed their strong support as well. In fact, almost everyone I talked to recognized the need for such a project.

After attending the May 15 Town Meeting on park and recreational facilities in Adams Morgan, and one of the ANC 1C meetings that proceeded it, I saw that some of the original proposals had been modified. I am pleased that the funds will not be used to expand the fieldhouse, and that the tot lot will be well maintained, and not reduced in size. However, I and many other parents and residents are still concerned that the tot lot and the adjacent facility for slightly older children will not be improved, but that the money will instead be spent on facilities in Community Park West. There are several compelling reasons why the neighborhood would benefit from improved facilities for young children. First, the present tot lot provides only three activities: a sandbox, swings, and a slide. Rarely are all three available at any one time; the sun often heats the slide so that it is unusable, the swings may all be occupied. But mainly, these three items simply are not enough for some toddlers. I know three active, playful toddlers (under age 3) who actually become bored of the park after ten or fifteen minutes there. Their mothers say that they enjoy playgrounds with more extensive facilities; not miniature amusement parks, but those with afew colorful, modern pieces of equipment such as those available in several other public parks in the District. It would make a big difference to the children of the neighborhood, to the parents, and to the community as a whole. In many of the neighboring suburbs, parents send their children to expensive gym classes and activity groups, meet with other parents in discussion groups organized by public and private interests, but here our playground has the potential of providing it all. On the benches, parents such as myself discuss everything ranging from health and speech problems to differences in childrens personalities. Our children enjoy physical activity and have their first opportunities to meet other children their own age. Friendships between parents and between children begin to develop, year-round playgroups form, and racial and ethnic differences seem to have minimal importance. Before I began to go to to the park, most of the people I knew lived outside Adams Morgan; now the reverse is true. Increasing the number of networks such as these makes the community stronger, safer, and more stable.

In sum, I hope you will consider the needs and wishes of the children and parents of the Adams Morgan community. as expressed in this letter and the enclosed petitions. It will take only a small portion of the allotted funds to make Kalorama Park a very attractive park for young children. Two fenced-in lots, one for toddlers, one for young school-age children, each with five or six pieces of modern, durable and easily maintained equipment would provide fun and exercise for hundreds of area children for years to come.

If you would like to discuss these proposals or if you would like more specific suggestions from park users, I hope you or a staff member will contact me. I would be very interested in your response to these ideas. Thank you for your time and involvement in the May 15 town meeting, and for soliciting the somments of Adams Morgan residents on this matter.

Yours truly,

Susan D. Colbert

cc. Mayor Marion Barry

SAVE
KALORAMA PLAYGROUND

ARE YOU CONCERNED ABOUT KALORAMA PLAYGROUND?

DID YOU KNOW THAT THE CITY HAS PLANS TO ENLARGE THE FIELDHOUSE NEXT TO THE PLAYGROUND INTO A COMMUNITY CENTER?

WHAT WILL HAPPEN TO THE PLAYGROUND?

WOULD YOU LIKE TO HAVE A CLEAN, SAFE PLAYGROUND WITH IMPROVED EQUIPMENT AND FACILITIES?

We the undersigned, concerned parents and other residents of Adams-Morgan, are vitally interested in the preservation and improvement of the playground at Kalorama Park. The Kalorama Playground is a valuable resource that is used regularly by the families of Adams-Morgan, and we believe that the City's efforts and monies should be concentrated on improving the facilities of the playground for the benefit of all the children of Adams-Morgan.

NAME	ADDRESS
[illegible]	1884 Columbia Rd #216 N.W. 20009
Gloria Vargas	1930 Columbia Rd. N.W #208 (20009)
[illegible]	1954 Biltmore [illegible]
Charlotte [illegible]	2450 [illegible] St NW
[illegible]	1876 Columbia Rd #4 20009
C. K. Cockrell	1831 Belmont Rd. NW # 303
Elizabeth Bruce	1760½ Willard St., NW, WDC 20009
Maria Colón	1840 Kalorama Rd. NW WDC 20009
Catherine [illegible]	2853 Ontario Rd NW 20009
[illegible]	1851 Columbia Rd NW 20009
[illegible]	1852 Columbia Rd NW 20009
Robert Hicks	2101 [illegible] 20009
Denise Wilson	1315 Ingleside Terr 20010

SALVE

EL PATIO DE RECREO DEL PARQUE KALORAMA

LE PREOCUPA A USTED EL PATIO DE RECREO DEL PARQUE KALORAMA?

SA BIA USTED QUE LA CIUDAD TIENE PLANES DE AGRANDAR LA PAQUEÑA CASITA AL COSTADO DEL AREA DE JUEGO Y CONVERTIRLA EN UN CENTRO PARA LA COMMUNIDAD?

QUE PASARA CON EL PATIO DE RECREO?

LE GUSTARÍA TENER UN PATIO DE RECREO LIMPIO Y SEGURO CON MEJOR EQUIPO Y MAYORES FACILIDADES?

Nosotros los infrascritos, padres preocupados y otros residentes de la comunidad de Adams Morgan, nos interesa grandemente la preservación y mejoramiento del patio de recreo del Parque Kalorama. El Parque Kalorama es un recurso muy valioso usado regularmente por las familias de Adams Morgan y creémos que el dinero y los esfuerzos de la ciudad se deben usar para mejorar las facilidades del patio de recreo para beneficear a todos los niños de Adams-Morgan.

NOMBRE	DIRECCION
Catalina Gonzalez	1740 Euclid St NW #212 [illegible]
[illegible]	2232 2nd St NW 20008
Isabel Mercado	1475 Euclid ST NW 20009
	Calvert 1842
	1822 Calvert St 20009
Carlos Trejo	2633 ADAMS mill Rd NW #21
Renée Acuña	1458 Columbia Rd. Apt. Nº 10
Elida Pineda	2697 adams mill RD NW #107
Frank amar	1423 14 Meridian St NW
Danilo Fernandez	2633 Adam's Mill RD NW #1 20009
[illegible] Valdez	[illegible]

PUBLIC SCHOOLS—BILINGUAL EDUCATION

Mr. Chairman, Members of the Subcommittee:

I am Father Harold Bradley, Special Assistant to the President of Georgetown University, and I want to thank you and the members of this Subcommittee for the opportunity to testify.

Since January of 1984, Georgetown University's D.C. Schools Project has maintained a pool of approximately 200 volunteers who help non-English speaking children enrolled in D.C. schools learn English and adjust to North American life. The volunteers work as tutors in several local schools, on Georgetown's campus on Saturdays, and in the homes of recently arrived families. Volunteers serve as friends and role models to immigrant children and as resource persons to the children's parents. Because of the project's rapid development and effectiveness, the D.C. public schools have recognized the project as an official program of the school system. The project has received $50,000 from the D.C. school system to supplement the Project's operation. We are seeking $50,000 to complete financial requirements for this year and $50,000 for FY 1987. We would like to submit for the record the attached Program Summary.

DC Schools Project
Program Summary

Since January of 1984, the DC Schools Project of the Center for Immigration Policy and Refugee Assistance at Georgetown University has developed a pool of approximately 200 volunteers who help non-English speaking students enrolled in D.C. schools to learn English and adjust to North American life. The volunteers work as tutors in several local public schools, on Georgetown's campus on Saturdays, and in the homes of recently arrived families. Volunteers serve as friends and role models to immigrant children and as resource persons to the children's parents. The project recently initiated an additional activity, the Peer Tutoring Program, in which students who have benefited from D.C. Schools Project tutoring are now tutoring non-English speaking students of elementary school age.

The Project was designed and continues to serve as an adjunct to the Division of Bilingual Education of the D.C. Public School System whose responsibility it is to test and place all non-English proficient students and to provide bilingual counselors, education specialists and other personnel to ensure the proper education of these students. Because of the project's rapid development and effectiveness, the D.C. public schools have recognized the project as an official program of the school system.

The DC Schools Project's initiation in January of 1984 was funded by the contribution of a private benefactor. Since that time, the Project has received $50,000 from the D.C. school system to supplement the Project's operation. We are seeking $50,000 to complete financial requirements for this year and $50,000 for FY 1987.

The principal goals of the DC Schools Project are the following: first, the volunteers provide the students with the individualized attention they are not afforded in their crowded classrooms. The one-to-one sessions give the students the opportunity to reinforce classroom materials in a more relaxed atmosphere, promoting both communicative and academic skills.

Second, volunteers serve as role models and friends to students. Through the constant encouragement and support of their tutors, the students, while gaining confidence in themselves and their abilities, become more aware of the importance of learning English and excelling in school in order to better their future educational and employment opportunities. We encourage our volunteers to develop relationships that extend beyond the tutoring setting and in this way assist in their personal as well as academic development. As expressed by a DC Schools Project volunteer, "The program's goals are to help the kids learn English but also to help them get used to a new culture. It basically lets them know that there are people out there who care...It's not just them against the world."

Third, volunteers act as a liaison between the families and the various human service agencies in the community. In this way the volunteers serve as a link between the recently arrived families and the larger society in which they now live.

While most of the volunteers are undergraduate students of Georgetown, many are alumni of the university. In turn, the alumni have attracted many young professionals in the D.C. area to participate. Additionally, some of our volunteers are students at senior high schools in the D.C. area.

The project actually consists of five programs that take place in five different settings. The In-School Program takes place twice a day, Monday through Friday in three area schools during normal school hours. The Saturday Morning Program takes place on the Georgetown University campus where approximately fifty junior high students are tutored in classrooms in the morning. After having lunch, tutors and their students participate in an art class, a sports activity, or a field trip to a museum or gallery in downtown D.C. The Gordon Center Program takes place at this adult education center located close to the university where volunteers act as teacher's assistants in the classroom or perform individual tutoring. The One-to-One Program takes place in the evenings in the homes of the students being tutored. Lastly, the Peer Tutoring Program takes place at a nearby elementary school.

In the Peer Tutoring Program, working under the supervision of the Program Coordinator, students who have benefited from the tutoring of the DC Schools Project and have completed their ESL program tutor elementary age peers in basic English language skills. Through pre-program training and one-on-one tutoring, the tutors as well as the students improve their English skills. Through this student-teaching-student experience the tutors establish themselves as role models and develop leadership skills, responsibility, and achieve a sense of accomplishment.

The project was initiated in January of 1984 in response to a series of media reports describing how the large influx of non-English speaking students into the public schools was overwhelming the District of Columbia public school system. The program was designed to be a supplement to the D.C. public school system's Division of Bilingual Education in coping with the problems.

To the best of our knowledge, there are no other programs like the DC Schools Project anywhere in the nation. The program is unique in the way it brings together a university and a public school system to attack a grave and ongoing problem for a special population of underprivileged immigrant students and for the schools in general who are strapped by their limited resources. However, it is a program that is duplicable on two important levels. First, the volunteer forces could be multiplied in size by initiating similar programs at other area colleges and universities that would also work with the D.C. school system. Second, the program can be duplicated in other similarly impacted areas across the nation, in both large cities and small towns.

CONCLUSION OF HEARINGS

Mr. DIXON. This concludes our hearing's on the District's fiscal year 1987 budget.

The Committee stands adjourned subject to the call of the Chair.

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